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E R R A T U M

to MCO P3500.15C

AVIATION TRAINING AND READINESS MANUAL, VOLUME 2, TACTICAL
FIXED-WING (SHORT TITLE: T&R MANUAL, VOLUME 2)

1. For administrative purposes, the Publications Control Number (PCN) has been reidentified. Change the PCN "10203351500" to read: "10203350200".

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6 Jan 99

MARINE CORPS ORDER P3500.15C W/CH 1

From: Commandant of the Marine Corps
To: Distribution List

Subj: AVIATION TRAINING AND READINESS MANUAL1 VOLUME 2,
TACTICAL FIXED-WING, (SHORT TITLE: T&R MANUAL, VOLUME 2)

Encl: (1) Locator Sheet

1. Purpose. To revise training standard, procedures and policies regarding the training of tactical fixed-wing aircrews.

2. Cancellation. MCO P3500.15B.

3. Summary of Revision. Each chapter of this revision was substantially changed to incorporate the tenets of the Marine Aviation Campaign Plan. The major changes are as follows:

a. Each pilot chapter contains a unit template describing all like squadrons' core competencies, core and core plus skills, aircrews designations and required minimum instructor designations and numbers.

b. Simulator events are Combat Readiness Percentage (CRP) weighted.


c. All core skills are contained in the Combat Ready and Combat Qualification Phases of training. Core plus skills are in the Full-Combat Qualification Phase of training.

4. Reserve Applicability. This Manual is applicable to the Marine Corps Reserve.

DISTRIBUTION STATEMENT A: Approved for public release; distribution is unlimited.

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6 Jan 99

5. Certification. Reviewed and approved this date.



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MARINE CORPS ORDER P3500.15C Ch 1

From: Commandant of the Marine Corps
To: Distribution List

Subj: AVIATION TRAINING AND READINESS MANUAL, VOLUME 2,
TACTICAL FIXED-WING, EA-6B SYLLABUS (SHORT TITLE: T&R
MANUAL, VOLUME 2)

Encl: (1) New page inserts to MCO 3500.15C

1. Purpose. To transmit new page inserts to the basic Manual.
2. Action. Remove pages 2-1 through 2-88 of the Basic Manual and replace with pages 2-1 through 2-89 contained in the enclosure.
3. Summary of Changes. Chapter 2 for the EA-6B has been revised.
4. Filing Instructions. This change transmittal will be filed immediately following the signature page of the basic Manual.
5. Reserve Applicability. This Manual is applicable to the Marine Corps Reserve.
6. Certification. Reviewed and approved this date.



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T&R MANUAL, VOLUME 2

RECORD OF CHANGES

Log completed change action as indicated.

Change Number	Date of Change	Date Entered	Signature of Person Incorporated Change

LOCATOR SHEET

Subj: _____

Location: _____
(Indicate location(s) of cop(ies) of this Manual.)

ENCLOSURE (1)

T&R MANUAL VOLUME 2

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10	CANCELED VIA MCO P3500.88	KC-130 FLIGHT MECHANIC

T&R MANUAL VOLUME 2

CHAPTER 1

AV-8B PILOT

CANCELED VIA MCO 3500.76

T&R MANUAL VOLUME 2

CHAPTER 2

EA-6B PILOT AND ELECTRONIC COUNTERMEASURES OFFICER (ECMO)

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* * NOTE * *

Aircrew coordination shall be briefed on all flights and/or events.

MARINE ELECTRONIC WARFARE SQUADRON EA-6B
UNIT TEMPLATE

NOTE

The capabilities defined and described in the core capability and unit template sections are provided to ensure each like squadron maintains a common base of training and depth of capabilities. When resources permit, and when in the judgment of the commander additional training would significantly increase the unit's warfighting capability, training to a level above these base capabilities is permitted. It is incumbent upon, and expected of, the Commander to balance any increase in the depth of core capabilities against the long term health and readiness of his unit while staying within his resource constraints.

1. TABLE OF ORGANIZATION T/O SQDN= 5 ACFT, 8 PILOTS, 21 ECMOS (T/O 36 OFFICERS, 136 ENLISTED).

2. SQUADRON CORE CAPABILITY

a. A core capable squadron is able to sustain the following minimum performance on a daily basis during sustained contingency/combat operations, assuming at least 100% PAA, 90% in reporting status and 90% T/O on hand in all MOS's. If < 90%, core capability will be degraded by a like percentage. The extent to which a core capable squadron is able to surge beyond its core capability is situational dependent.

b. A core capable squadron will, over a 24 hour period, provide six sorties of mission capable aircraft with the following capabilities:

- Must be able to be flown either day or night.
- Four sorties can be flown in section or division.
- Four sorties will be capable of providing EW in support of Deep Air Support, Close Air Support, or Electronic Surveillance.
- Two sorties will be capable of providing EW in support of Force Protection.
- Will perform these missions from a main base or an appropriate size expeditionary air field.

3. BASIC AIRCREW QUALIFICATIONS. As a minimum, in order to be considered Core Competent, a squadron must possess the following numbers of aircrew who are at least 75% complete in each listed core skill. (Note: If a squadron is < T/O, required numbers are reduced by a like %).

CORE SKILL	PILOT	ECMO
PREREQS	7	18
HARM	6	16
ES	6	16
DAS	6	14
RSEAD	6	14
FP	4	10
DEFTAC*	3	9
LAT	4	4

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4. **SORTIES (EVENTS) REQUIRED TO GAIN COMPETENCY IN CORE SKILLS.** An aircrew would be required to fly the following number of sorties (events) in each skill area to gain competency.

	PREREQS	HARM	ES	DAS	RSEAD	VAD
RAC Pilot	25	XX	XX	XX	XX	XX
Refresher Pilot	14	XX	XX	XX	XX	XX
RAC ECMO	12	1	2	2	XX	XX
Refresher ECMO	11	1	XX	1	XX	XX
T&R CODES *REFRESHER #ECMO	FAM 105-111, INST 117- 120, NAV 126-127, FORM 134-141, AR 144-145, CK 199, *FAM 105-106, FAM 110-111, INST 116, NAV 126, FORM 134, FORM 136 -139, FORM 140, AR 144- 145, CK 199, #FAM 112 -114, NAV 130-133, FORM 142-143, CK 199, #*FAM 112-114, NAV 128-131, FORM 142-143, CK 199	#EW 177 #*EW177	#EW 174-175	#EW 176, EW 178 #*EW 178		
	DEFTAC NOTE 1	LAT	TOTALS			
RAC Pilot	2	XX	27			
Refresher Pilot	2	XX	16			
RAC ECMO	2	XX	19			
Refresher ECMO	2	XX	15			
T&R CODES *REFRESHER #ECMO	DEFTAC 146-147 *DEFTAC 146-147 #DEFTAC 148-149 #*DEFTAC 148-149					

	PREREQS	HARM	ES	DAS	RSEAD	FP
1ST TOUR PILOTS	11 (15)	1 (3)	2 (2)	2 (4)	3 (5)	1 (2)
2ND TOUR PILOTS	10 (13)	1 (3)	2 (2)	2 (4)	2 (3)	1 (2)
1ST TOUR ECMOs	10 (13)	2 (5)	4 (6)	4 (7)	6 (10)	1 (3)
2ND TOUR ECMOs	9 (11)	2 (5)	4 (6)	4 (7)	4 (6)	1 (3)
T&R CODES *FIRST TOUR S-SIM P-PILOT ONLY E-ECMO ONLY	202, 203, 205, 206, 211, 220, 221, 222, 272, 300P, 204*, 200S, 201S*, 207SP, 210S	233, 234E, 230S, 231S, 232SE	242, 243E, 340, 341E, 240SE, 241SE	253, 254E, 350, 351E, 250S, 251S, 252SE	262*, 263E*, 362, 363E, 364, 365E, 260S*, 261SE*, 360S, 361SE	370, 270S, 271SE
	DEFTAC NOTE 1	LAT	TOTALS			
1ST TOUR PILOTS	3 (3)	3 (4)	26 (38)			
2ND TOUR PILOTS	3 (3)	3 (4)	24 (37)			
1ST TOUR ECMOs	3 (3)	3 (4)	33 (51)			
2ND TOUR ECMOs	3 (3)	3 (4)	30 (45)			
T&R CODES *FIRST TOUR	310, 311, 312	321, 322, 323, 320S				

4. SORTIES (EVENTS) REQUIRED TO GAIN COMPETENCY IN CORE SKILLS. An
aircrew would be required to fly the following number of sorties
(events) in each skill area to gain competency.

Ch-1

5. SORTIES (EVENTS) REQUIRED TO MAINTAIN CORE SKILLS. For each one year period after achieving competency, a pilot would be required to fly the following number of sorties (events) in each skill area to maintain that competency.

	PREREQS	HARM	ES	DAS	RSEAD	FP
1ST TOUR PILOTS	22 (32)	4 (6)	2 (2)	3 (5)	3 (4)	1 (3)
2ND TOUR PILOTS	22 (32)	4 (6)	2 (2)	3 (5)	3 (4)	1 (3)
1ST TOUR ECMOs	14 (24)	8 (12)	5 (9)	6 (9)	6 (8)	1 (4)
2ND TOUR ECMOs	14 (24)	8 (12)	5 (9)	6 (9)	6 (8)	1 (4)
T&R CODES S-SIM P-PILOT ONLY E-ECMO ONLY	202, 203, 205, 206, 211, 220, 221, 222, 272, 300P, 200S, 207SP, 210S, 600S, 601SE, 602S, 604S	233, 234E, 230S, 231S, 232SE	242, 243E, 340, 341E, 240SE, 241SE	253, 254E, 350, 351E, 250S, 251S, 252SE	363, 363E, 364, 365E, 360S, 361SE	370, 270S, 271SE

	DEFTAC*	LAT	TOTAL			
1ST TOUR PILOTS	2 (2)	4 (5)	41 (59)			
2ND TOUR PILOTS	2 (2)	4 (5)	41 (59)			
1ST TOUR ECMOs	2 (2)	4 (5)	46 (73)			
2ND TOUR ECMOs	2 (2)	4 (5)	46 (73)			
T&R CODES	310, 312, 313	321, 323, 320S				

6. FLIGHT LEADER/INSTRUCTOR QUALIFICATIONS. As a minimum, in order for a squadron to be considered Core Competent, it must possess the following numbers of aircrew in the listed flight leadership/instructor categories. (Note: If the squadron is < T/O, required numbers are reduced by a like %)

DESIGNATION	PILOTS	ECMO	REMARKS
SEC LDR	4	NA	INCLUDES DIV LEADS
DIV LDR	2	NA	
MSN CDR	4	10	MIN 50% OF ALL AIRCREW
FCF	3	5	
LATI	2	2	INCLUDES WTI #'S
DEFTACT*	2	2	INCLUDES WTI #'S
WTI	1	2	
LSO	2	NA	FIELD QUAL ONLY FOR EAF

7. SORTIES REQUIRED TO QUALIFY FOR DESIGNATION AS FLIGHT LD/IP

7. SORTIES REQUIRED TO QUALIFY FOR DESIGNATION AS FLIGHT LD/IP

	SEC LDR	DIV LDR	MSN CDR	FCF
SORTIES	4	3	13	1
T&R CODES *REFRESHER	324, 325, 326, 327, *622	328, 329, 330, *624	331, 332, 342, 343, 352, 353, 366, 367, 368, 369, 372, 373, 380, *650	603

	LATI	DEFTACT NOTE 1	WTI	LSO
SORTIES	4	7	NOTE 2	NOTE 3
T&R CODES *REFRESHER	520, 521, 522, 523	510, 511, 512, 513, 514, 515, 516		

1. CURRENT PREREQUISITES FOR WTI INCLUDE MISSION COMMANDER, LAT QUALIFIED, DEFTACT QUALIFIED, SECTION LEAD (PILOTS), DIVISION LEAD (PILOT).
2. THERE ARE NO SORTIES REQUIRED TO FIELD QUALIFY AN LSO, HOWEVER THE INDIVIDUAL DOES REQUIRE EVALUATION OF HIS PERFORMANCE DURING EAF/FCLP OPERATIONS.

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200. PROGRAMS OF INSTRUCTION (POI) FOR BASIC, TRANSITION PILOT AND ECMO, AND CONVERSION ECMO. EA-6B pilots and ECMO's will complete all Combat Capable training under training programs designed and administered by Commander, Electronic Warfare Wing Pacific (COMMVAQWINGPAC). Other training is administered through the tactical squadron.

1. Pilot

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1-5	EW Introduction	NTTC Corry Station
6-39	Category I Flight Training (See par 241)	Training Squadron
39-51	Combat Ready Training	Tactical Squadron
52-64	Combat Qualification Training	Tactical Squadron
65-71	Full-Combat Qualification Training	Tactical Squadron

2. ECMO

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1-12	EW Introduction	NTTC Corry Station
13-46	Category I Flight Training Syllabus (See par 241)	Training Squadron
47-63	Combat Ready Training	Tactical Squadron
64-76	Combat Qualification	Tactical Squadron
77-81	Full-Combat Qualification Training	Tactical Squadron

201. CONVERSION PILOT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1-5	EW Introduction	NTTC Corry Station
6-32	Category II Flight Training Syllabus	Training Squadron
33-45	Combat Ready Training	Tactical Squadron
46-58	Combat Qualification Training	Tactical Squadron
59-63	Full-Combat Qualification Training	Tactical Squadron

202. POI FOR REFRESHER PILOT AND ECMO

1. Greater than 365 days(pilot)/485 days (ECMO) since last EA-6B flight.

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	NAMO	NAMTRAGRUDET
2-28	Category III Flight Training Syllabus (See par 241)	Training Squadron
29-36	Refresher Training	Tactical Squadron

2. If an individual has not flown an EA-6B flight in more than 30 days but less than or equal to 365 days, the commanding officer will designate proficiency flights, FAM-606 and selected 200 series flights, to refamiliarize refreshing aircrew. If an individual has not flown in 365 days, T&R, Volume 1 requirements for refresher training apply.

203. POI FOR PILOT AND ECMO INSTRUCTORS UNDER TRAINING (IUT)

1. Pilot and ECMO DEFTAC IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT reviews DEFTAC lectures	Tactical Squadron
2	IUT presents designated lectures and practices briefing	Tactical Squadron
3-5	IUT fly's DEFTACI syllabus	Tactical Squadron /MAWTS-1

2. Pilot and ECMO LAT IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT reviews LAT lectures	Tactical Squadron
2	IUT presents designated LAT lectures/practice briefing	Tactical Squadron
3-5	IUT flies LATI syllabus	Tactical Squadron /MAWTS-1

3. Pilot and ECMO NATOPS IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT evaluated on SCHK-600	Tactical Squadron
2	IUT evaluates on SCHK-600 for instructor certification	Tactical Squadron

4. ECMO Back-Seat NATOPS IUT

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	IUT evaluated on S/ACHK-601	Tactical Squadron
2	IUT conducts S/ACHK-601 for instructor certification	Tactical Squadron

5. Pilot and ECMO Instrument Evaluators Under Training (EUT)

<u>WEEKS</u>	<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
1	EUT evaluated on SCHK-602	Tactical Squadron
2	EUT completes SCHK-602 for Instr Eval certification	Tactical Squadron

210. GROUND TRAINING COURSES OF INSTRUCTION

<u>COURSE/PHASE</u>	<u>ACTIVITY</u>
NAMONAMTRAGRUDET	
Defensive Tactics (DEFTAC)	Tactical Squadron
Low Altitude Tactics (LAT)	Tactical Squadron
Advanced Low Altitude Tactics	Tactical Squadron
Defensive Tactics Instructor (DEFTACI)	Tactical Squadron /MAWTS-1
Low Altitude Tactics Instructor (LATI)	Tactical Squadron /MAWTS-1
Aircrew Coordination Training Instructor	As Appropriate
Shipboard Aircraft Fire Fighting	As Appropriate
JEST	As Appropriate
SERE	As Appropriate
Weapons and Tactics Instructor (WTI)	MAWTS-1
Landing Signal Officer (LSO)	LSO School

211. SQUADRON LEVEL TRAINING

Operations/Squadron Flight SOP/T&R Manual In-brief
TACSOP
Aircrew Coordination Training
Course Rules Brief/Exam
Mission Commander Syllabus
Electronic Warfare Support (ES)/TERPES
Aerial Refueling Procedures
Low Altitude Tactics (LAT) Lecture Series
Defensive Tactics (DEFTAC) Lecture Series
Basic Aircraft Maneuvering (BAM)
Electronic Attack (EA) General Tactics
Jammer Technique Optimization (JATO)
Jamming Fundamentals
ES General Tactics
Fighter Tactics
Reactive Suppression of Enemy Air Defenses (RSEAD)
Electronic Warfare in support of Close Air Support (EWCAS)
HARM Lectures
MACCS
War-at-Sea
ACE SEAD Planning
Expeditionary Airfield Operations
Carrier Procedures
EA-6B in support of Helicopter Operations
EA-6B in support of the Ground Combat Element (GCE)
USQ-113 Basic Operation
USQ-113 Tactical Operations
Bulk Chaff Tactical Employment
Vital Area Defense
National Asset Integration
Multi-Mission Advanced Tactical Terminal (MATT)/Commanders Tactical
Terminal (CTT)

NOTE: This list is not restrictive, lectures shall be given as deemed appropriate by the Commanding Officer.

212. TRAINING REFERENCES

Appropriate Marine Aircraft Wing Air Ops Manual
Appropriate Marine Aircraft Wing SOP for EW
VMAQ Squadron Operating Procedures
EA-6B NATOPS Flight Manual
Landing Signal Officer NATOPS
NATOPS Instrument Flight Manual
CV NATOPS Manual
NATOPS General Flight and Operating Instructions
NATOPS Air Refueling Manual
EA-6B Tactical Manual, NWP-55-4-EA-6B
Prowler Tactics Guide (Vol I-IV)
HARM TACMAN
SLATs Notebook
MAWTS-1 Course Catalog
MAWTS-1 Academic Support Package
VAQ-129 Syllabus Guide
EA-6B ICAP II Weapon System Operators Manual (WSOM)
TEAMS System Operators Manual
EA-6B Training Syllabus for the 2F143 Flight Simulator
EA-6B Training Syllabus for the 15E22C Flight Simulator

AFTTP 3-1
 TOPGUN Manual
 VMAQ TACSOP

220. FLIGHT TRAINING: BASIC, TRANSITION, AND CONVERSION PILOT AND ECMO

1. Combat Capable Training. A flight/simulator description of the VAQ-129 training syllabus and its Marine Corps counterpart are provided in paragraph 241. FRS training provides 60.0 percent CRP (Combat Readiness Percentage) for the pilot and ECMO.

a.	Pilot	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	PERCENT
		52/23	91.5/46.0	60

b.	ECMO	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	PERCENT
		20/43	44.0/86.0	60

2. Combat Ready Training

a. Pilot

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	PERCENT
Prerequisites			
Emergency Procedures	0/1	0.0/1.5	0.00/0.50
Navigation	4/1	6.8/1.5	2.75/0.30
Aerial Refueling	1/0	1.7/0.0	0.70/0.00
Familiarization	1/2	1.5/3.4	0.50/0.80
Tactical Formation	3/0	5.1/0.0	3.00/0.00
HARM	1/2	1.7/3.5	0.75/0.80
Electronic Warfare Support	1/0	1.7/0.0	1.00/0.00
Deep Air Support	1/2	1.7/3.5	1.00/0.80
Reactive SEAD	1/1	1.7/1.5	1.00/0.50
Force Protection	0/1	0.0/1.5	0.00/0.30
Fleet Electronic Protection	1/0	1.7/0.0	0.30/0.00
	14/10	23.6/16.4	11.0/4.0
Total	24	40.0	15.0

b. ECMO

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	PERCENT
Prerequisites			
Emergency Procedures	0/1	0.0/1.5	0.00/0.50
Navigation	4/1	6.8/1.5	2.00/0.30
Aerial Refueling	1/0	1.7/0.0	0.25/0.00
Familiarization	1/1	1.5/1.7	0.50/0.30
Tactical Formation	3/0	5.1/0.0	1.75/0.00
HARM	2/3	3.4/5.0	1.00/1.50
Electronic Warfare Support	2/2	3.4/4.0	1.25/0.60
Deep Air Support	2/3	3.4/5.0	1.25/0.90
Reactive SEAD	2/2	3.4/3.0	1.00/1.00
Force Protection	0/2	0.0/3.0	0.00/0.60
Fleet Electronic Protection	1/0	1.7/0.0	0.30/0.00
	18/15	30.4/24.7	9.30/5.70
Total	33	55.1	15.00.

Combat Qualification Training

a. Pilot

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Prerequisites			
Aerial Refueling	1/0	1.7/0.0	0.50/0.00
Defensive Tactics (DEFTAC)	3/1	4.5/1.0	1.50/0.25
DEFTAC Section Leader Training	1/0	1.5/0.0	0.25/0.00
Low Altitude Tactics	3/1	4.5/1.5	1.50/0.25
Section Leader Training	4/0	6.8/0.0	2.00/0.00
Division Leader Training	3/0	5.1/0.0	1.50/0.00
Electronic Warfare Support	1/0	1.7/0.0	0.75/0.00
Deep Air Support	1/0	1.7/0.0	1.00/0.00
Reactive SEAD	2/1	3.4/1.5	1.75/1.00
Force Protection	1/0	1.7/0.0	1.00/0.00
Mission Commander Training	13/0	0.0/0.0	6.50/0.00
	33/3	32.6/4.0	18.25/1.50
Total	36	36.6	19.75

b. ECMO

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Defensive Tactics (DEFTAC)	3/1	4.5/1.0	1.75/0.25
Low Altitude Tactics	3/1	4.5/1.5	1.50/0.25
Electronic Warfare Support	2/0	3.4/0.0	2.00/0.00
Deep Air Support	2/0	3.4/0.0	2.00/0.00
Reactive SEAD	4/2	6.8/3.0	3.50/1.00
Force Protection	1/0	1.7/0.0	1.00/0.00
Mission Commander Training	13/0	0.0/0.0	6.50/0.00
	28/4	24.3/5.5	18.25/1.50
Total	32	29.8	19.75

4. Full-Combat Qualification Training

a. Pilot

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Prerequisites			
Aerial Refueling	1/0	1.0/0.0	0.50/0.00
Advanced DEFTAC	1/0	1.5/0.0	0.25/0.00
Advanced LAT	1/0	1.5/0.0	0.25/0.00
HARM	1/0	1.7/0.0	0.25/0.00
Electronic Warfare Support	1/0	1.7/0.0	0.50/0.00
Deep Air Support	2/0	3.4/0.0	0.75/0.00
Reactive SEAD	1/0	1.7/0.0	0.25/0.00
Deep Air Support	2/0	3.4/0.0	0.75/0.00
War at Sea Exercise	1/0	1.7/0.0	0.50/0.00
EAF Operations	2/1	2.0/1.5	0.50/0.25
FCLP	2/0	2.0/0.0	0.50/0.00
CQ	2/1	3.5/1.5	0.50/0.25
	15/2	21.7/3.0	4.75/0.50
Total	17	24.7	5.25

b. ECMO

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>	<u>PERCENT</u>
Advanced DEFTAC	1/0	1.5/0.0	0.25/0.00
Advanced LAT	1/0	1.5/0.0	0.25/0.00
HARM	1/0	1.7/0.0	0.25/0.00
Electronic Warfare Support	1/0	1.7/0.0	0.50/0.00
Deep Air Support	2/0	3.4/0.0	0.75/0.00
Reactive SEAD	1/0	1.7/0.0	0.25/0.00
War at Sea Exercise	1/1	1.7/2.0	0.50/0.50
EAF Operations	2/1	2.0/1.5	0.50/0.25
FCLP	2/0	2.0/0.0	0.50/0.00
CQ	2/1	3.5/1.5	0.50/0.25
	14/3	20.7/5.0	4.25/1.00
Total	17	25.7	5.25
Syllabus Totals (100-400) Basic, Transition, Conversion (Flight/Simulator)			
Pilot	114/38	169.4/69.4	34.0/6.0 *40.00
ECMO	80/65	119.4/121.2	31.8/8.2 *40.00

*Add to 60.00 from Combat Capable training for a total of 100.00.

221. REFRESHER PILOT AND ECMO TRAINING

1. If greater than or equal to 366 days (pilots)/486 days (ECMO's) since last EA-6B flight, VAQ-129 is the designated training squadron for refresher training, either category III, category IV or Safe-for-solo.

2. Pilots with greater than or equal to 366 days but less than or equal to 485 days since last EA-6B flight require FRS ground school, simulators and Safe-for-solo check. (See T&R, Vol. 1)

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
Warm-up/Proficiency	2/6	3.4/13.0

3. All aircrew with greater than or equal to 486 days but less than or equal to 730 days since last EA-6B flight require Category IV refresher training. This consists of ground school, simulators, 10 hours of flight time and NATOPS check.

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
FAM	4/6	10.0/13.0

4. All aircrew with greater than 730 days last EA-6B flight require Category III refresher training. A VAQ-129 flight/simulator syllabus description and it's Marine Corps counterpart are provided in paragraph 241.222.

INSTRUCTOR UNDER TRAINING (IUT)

1. Pilot and ECMO DEFTAC IUT

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
DEFTAC IUT	6/1	9.0/1.5

2. Pilot and ECMO LAT IUT

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
LAT IUT	4/1	6.8/1.5

3. Pilot and ECMO NATOPS IUT

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
NATOPS IUT	2	3.0

4. ECMO Back-seat NATOPS IUT

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
Back-seat NATOPS IUT	2	3.0

5. Pilot and ECMO Instrument Evaluator Under Training (EUT)

<u>STAGE</u>	<u>FLIGHTS/EVENTS</u>	<u>HOURS</u>
Instrument IUT	1	1.5

230. SIMULATOR TRAINING. The following simulator devices are currently in use: 2F143 (front-seat training device) and 15E22C (back-seat training device).

240. FLIGHT/EVENT/SIMULATOR PERFORMANCE REQUIREMENTS

1. The EA-6B training syllabus conducted at the VMAQ is oriented toward bringing the pilot/ECMO from a Combat Capable graduate of VAQ-129 to Full Combat Qualification while maintaining core skills and capabilities. Refly interval and combat readiness percentage are shown in figures 2-1 and 2-3.

2. There are provisions in the VMAQ syllabus to warm-up/refresh aircrew who have not flown the EA-6B for up to 12 months. Initial NATOPS qualification or refresher training for aircrewmembers out of the EA-6B for more than 12 months is prescribed in T&R, Volume 1 and delineated in paragraph 221 and 241.

3. The sequence of flight training for initial qualification progresses in a systematic manner and should be accomplished in order.

4. The effective operation and employment of the on-board system (OBS) and tactical jamming system (TJS), is as important as developing good airmanship skills in the ECMO 1 position. Proper management of the EW sorties is critical in ensuring that once the EA-6B is positioned on station the ECMO is capable of employing the weapons system and the pilot fully understands his role in optimizing the aircraft's capabilities.

241. COMBAT CAPABLE TRAINING: PILOT AND ECMO

1. General. Combat Capable training is conducted at VAQ-129, NAS Whidbey Island. The training consists of ground school, simulators, and aircraft flights. A detailed description of each stage of training may be found in the VAQ-129 Course Catalog. The following lists for pilots and ECMO's were developed by the syllabus sponsor to correlate VAQ-129 flights with the Marine Corps training and readiness manuals. Navy designations appear first, T&R equivalents and the descriptive titles follow. Note: * Represents Category III (Refresher) syllabus.

2. Category I Pilot

a. Familiarization (5 Periods/2F143; 7 Flights/EA-6B)

USN	USMC	Duration	Description
*PW 1	SFAM-100	2.0	Normal Cockpit Procedures
*PW 4	SFAM-101	1.5	Emergency Procedures I
*PW 5	SFAM-102	1.5	Emergency Procedures II
*PW 6	SFAM-103	1.5	Emergency Procedures III
*PW 8	SFAM-104	2.0	Stalls/Spins/Out-of-Control Procedures
*PF 1	FAM-105	2.5	FAM Introduction
*PF 2	FAM-106	2.5	FAM Intro (Stalls)
PF 3	FAM-107	2.5	FAM Landing Pattern
PF 4	FAM-108	2.5	FAM Aerobatics
PF 6	FAM-109	2.5	Safe-for-ECMO
*PF 12	FAM-110	2.5	FAM/Aerobatics/HARM
*PF 23	FAM-111	1.5	Basic Aircraft Maneuvering

b. Instruments/Navigation (3 Periods/2F143; 7 Flights/EA-6B)

*PW 2	SINST-115	2.0	Instrument Navigation
*PW 3	SNAV-122	2.0	RADAR Navigation
*PW 7	SNAV-123	2.0	Degraded Navigation
*PF 7	INST-116	2.5	Night Instruments I
*PF 10	NAV-126	2.0	Low Level/Aerobatics
PF 13	NAV-127	2.5	Low Level Navigation
PF 17	INST-117	2.5	Night Instruments II
PF 19	INST-118	2.5	Night Instruments III
PF 26/27	INST-119/120	2.5	Airways Instrument Nav I/II

c. Formation (8 Flights/EA-6B)

*PF 5	FORM-134	2.5	Day Formation I
PF 8	FORM-135	2.5	Day Formation II
*PF 9	FORM-136	2.5	Night Formation
*PF 14	FORM-137	2.5	Tactical Formation
*PF 15	FORM-138	2.5	Section Low Level Navigation
PF 16	FORM-139	3.0	Section Low Level Tactics II
*PF 18	FORM-140	2.5	Division Formation
PF 22	FORM-141	3.0	Division Low Level/Tactics

d. Aerial Refueling (2 Flights/EA-6B)

*PF 20	AR-144	2.5	Low Level/Day Tanking
*PF 21	AR-145	1.5	Night Aerial Refueling

e. Defensive Tactics (2 Flights/EA-6B)

*PF 24	ACM-146	1.5	Defensive Tactics I
*PF 25	ACM-147	1.5	Defensive Tactics II

f. Electronic Warfare/Special Weapons Delivery (4 Periods/15E22C; 1 Period/2F143)

*PT 1	SEW-150	2.0	TJS Operations and Computer Displays
*PT 2	SEW-151	2.0	Introduction to Jammers
*PT 3	SEW-152	2.0	DECM
PT 4	SEW-153	2.0	Integrated Mission Introduction
*PW 10	SSWD-180	2.0	HARM

g. Carrier Qualification (2 Periods/2F143; 18 Flights/EA-6B)

*PW 13	SCQ-190	2.0	Carrier Landing Trainer I
*PW 14	SCQ-190	2.0	Carrier Landing Trainer II
*PF 28-31	CQ-191	4.0	Day FCLP's
*PF 32-42	CQ-192	10.0	Night FCLP's
*PF 50-51	CQ-193	5.0	Day CV Qualification
*PF 52-53	CQ-194	5.0	Night CV Qualification

h. Instrument and NATOPS Evaluations (3 Periods/2F143; 1 Flight/EA-6B)

*PW 9	SCK-195	2.0	Instrument Check
*PW 11	SCK-196	2.0	Low Level/NATOPS Warm-up
*PW 12	SCK-197	2.0	Simulator NATOPS Check
*PF 11	CK-199	2.5	NATOPS Check

3. Category I ECMO

a. Familiarization (5 Periods/2F143; 3 Flights/EA-6B)

*NW 1	SFAM-100	2.0	Normal Cockpit Procedures
*NW 4	SFAM-101	1.5	Emergency Procedures I
*NW 5	SFAM-102	1.5	Emergency Procedures II
*NW 6	SFAM-103	1.5	Emergency Procedures III
*NW 8	SFAM-104	2.0	Stalls/Spins/Out-of-Control Procedures
*NF 1	FAM-112	2.5	Familiarization/Normal Procedures
*NF 2	FAM-113	2.5	Instrument Procedures/Aerobatics
*NF 12	FAM-114	1.5	Basic Aircraft Maneuvering

b. Instruments/Navigation (3 Periods/2F143; 6 Flights/EA-6B)

*NW 2	SINST-121	2.0	Instrument Scan
*NW 3	SNAV-124	2.0	Radar Navigation I
*NW 7	SNAV-125	2.0	Degraded Navigation
*NF 3	NAV-128	2.5	Radar Navigation I/HARM
*NF 4	NAV-129	2.5	Radar Navigation II/ Degraded Navigation I
*NF 5	NAV-130	2.5	Radar Navigation III
*NF 8	NAV-131	2.5	Low Level Navigation
NF 9	NAV-132	2.5	Section Low Level Navigation
NF 10	NAV-133	2.5	Radar Navigation IV/ Degraded Navigation II

c. Formation (2 Flights/EA-6B)

*NF 6	FORM-142	2.5	Day Formation
*NF 7	FORM-143	2.5	Tactical Formation

d. Aerial Refueling (1 Period/2F143)

*NW 10	SAR-144	2.0	Case I and II/In-flight Refueling
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e. Defensive Tactics (2 Flights/EA-6B)

*NF 13	ACM-148	1.5	Defensive Tactics I
*NF 13b	ACM-149	1.5	Defensive Tactics II

f. Electronic Warfare/Special Weapons Delivery (19 Periods/15E22C; 5 Flights/EA-6B; 1 Period/2F143)

*NT 1	SEW-154	2.0	TJS Operations and Computer Displays
*NT 2	SEW-155	2.0	System Initialization/Receiver Calibration
*NT 3	SEW-156	2.0	Signal Acquisition/ID III
*NT 4	SEW-157	2.0	TJS Pods/Jammer Assignments
*NT 5	SEW-158	2.0	Jammer Adjustments
*NT 6	SEW-159	2.0	Full System Mission I
*NT 7	SEW-160	2.0	Test Mode
*NT 8	SEW-161	2.0	Degraded Operations
*NT 9	SEW-162	2.0	HARM Operations
*NT 10	SEW-163	2.0	Full System Mission II
NT 11	SEW-164	2.0	ESM Mission/C3I
NT 12	SEW-165	2.0	ASUW I
NT 13	SEW-166	2.0	ASMD/CTTG
NT 14	SEW-167	2.0	SEAD/Power Projection I
*NT 15	SEW-168	2.0	EW CAS
*NT 16	SEW-169	2.0	Power Projection II
*NT 17	SEW-170	2.0	Brown Water Operations
*NT 18	SEW-171	2.0	SEAD/Power Projection III
*NT 19	SEW-172	2.0	SEAD/Power Projection IV
*SF 1	EW-174	2.5	ES Methods/War-At-Sea
*SF 2	EW-175	2.5	ES Methods/ASMD
SF 3	EW-176	3.0	Power Projection
*SF 4	EW-177	3.0	HARM Procedures
*SF 5	EW-178	3.0	Power Projection Graduation Mission
*NW 12	SSWD-180	2.0	HARM

g. Carrier Qualification (1 Period/2F143; At Least 1 Flight/EA-6B)

*NW 11	SCQ-190	2.0	Case III Procedures/CV Emergencies
*NF 14	CQ-191	1.0	Day FCLP

h. Instrument and NATOPS Evaluations (1 Period/15E22C; 3 Periods/2F143; 1 Flight/EA-6B)

*NW 9	SCK-195	2.0	Instrument Check
*NW 13	SCK-196	2.0	Simulator NATOPS Warm-up
*NW 14	SCK-197	2.0	Simulator NATOPS Check
*NT 20	SCK-198	2.0	ALQ-99/TJS NATOPS Check
*NF 11	CK-199	2.5	NATOPS Evaluation242.

242 COMBAT READY TRAINING: PILOT AND ECMO

1. Ground Training.

a. Purpose. To provide the necessary ground instruction to successfully complete flights in this phase.

b. General. This ground instruction is designed to develop the knowledge required for proficiency in the combat ready training syllabus. These courses should be complete prior to flight in the combat qualification phase. Prerequisite lectures will be annotated in Ground Training subparagraph portion of the specific skill area.

c. Lectures.

- (1) Course Rules
- (2) TACSOP
- (3) WING/GROUP/SQUADRON SOP
- (4) Base Air Ops manual
- (5) HARM Lectures
- (6) Aerial refueling
- (7) LAT lectures
- (8) Mission Commander Program
- (9) Aerodynamics
- (10) BM
- (11) DEFTAC lectures
- (12) EA General Tactics
- (13) JATO
- (14) Jamming Fundamentals
- (15) ES General Tactics
- (16) EWCAS

2. Emergency Procedures.

a. Purpose. To review and practice emergency procedures (EPs) in the ground, takeoff, in-flight, and landing phases. To develop crew coordination skills specific to emergencies. To refresh aircrew with the aircraft systems/limits, and the decision making involved in problem solving.

b. General. These simulators are designed to provide aircrew proficiency in dealing with emergencies. Emphasis is placed on immediate action items in NATOPS, situational awareness, aircraft limits/systems and crew coordination.

c. Ground Training. Aircrew shall complete a monthly written EP quiz.

d. Simulator Training (1Period, 1.5 Hours)

SEP-200 1.5 T,C,R 2F143 S

Goal. Maintain pilot/ECMO proficiency in dealing with ground/takeoff, inflight, and landing emergencies.

Requirement. Accurately respond to the aforementioned emergencies. The pilot and ECMO 1 should switch positions, time permitting. Complete the following:

Performance standards. IAW NATOPS:

- (1) Respond to ground emergencies.
- (2) Respond to takeoff emergencies.
- (3) Respond to in-flight emergencies.
- (4) Respond to landing emergencies
- (5) Spin recovery procedures.
- (6) Out of control flight procedures.

3. Navigation

a. Purpose. To review and practice visual and radar navigation procedures and navigation system integration. To develop crew coordination skills required for successful mission completion during day and night conditions.

b. General. These sorties are designed to develop and increase proficiency in all skill areas required for tactical navigation. Emphasis is placed on situational awareness, navigational accuracy, degraded operations of the navigation system, timing, and fuel computation.

c. Pilot/ECMO Simulator Training (1 Period, 1.5 Hours)

SNAV-201 1.5 T,C,R 2F143 S

Goal. Maintain pilot/ECMO proficiency in day EA-6B radar and navigation system integration. Be able to identify and accurately deal with navigation system failures. Expose the pilot/ECMO to local course rules and squadron operating procedures.

Requirement. Local area radar sortie. Complete one TA CAN approach and one precision approach to a local airfield. Accurately deal with the following navigation (NAV) system failures using Airmass (AM), Stand Alone (SA), and Dead Reckoning (DR) modes:

- (1) Tactical Computer (TC) failure.
- (2) Air Data Computer (ADC) failure.
- (3) Inertial Navigation System (INS) failure.
- (4) A/D Converter failure.
- (5) TACAN update.
- (6) Radar update.
- (7) GPS procedures.
- (8) ASN-50 failure.

Performance Standards. IAW NATOPS and Instrument Flight Manual

Crew. Pilot/ECMO 1.

d. Pilot/ECMO Flight Training (4 Flights, 6.8 Hours)

NAV-202 1.7 T,C,R EA-6B A

Goal. Maintain pilot/ECMO proficiency in day radar navigation and EA-6B radar navigation system integration.

Requirements. May be flown on a published IR Military Training Route (MTR) or squadron approved route. No lower than 1000 ft AGL.

Performance Standards. Complete the following:

- (1) Conduct 1/4 of the route in AM.
- (2) Conduct 1/4 of the route in DR.
- (3) Multiple updates.
- (4) Calculate mission completion fuel.
- (5) Navigation system accuracy within +10 secs.
- (6) Can be flown in IFR conditions.

Crew. Pilot/ECMO 1.

NAV-203 1.7 T,C,R 1 EA-6B A N

Goal. Maintain pilot/ECMO proficiency in night radar navigation and EA-6B radar navigation system integration.

Requirements. Same as for NAV-202 except conducted at night.

Performance Standards. Same as NAV-202

Crew. Pilot/ECMO 1.

NAV-204 1.7 T,C,R 1 EA-6B A

Goal. Maintain pilot/ECMO proficiency in visual low level navigation.

Requirements. Conducted on a suitable MTR; 1000 ft AGL minimum altitude.

Performance Standards. Complete the following:

- (1) Navigate using timing, visual references, and calculated headings.
- (2) Full navigation system.
- (3) TOT/JOT +10 seconds.
- (4) Calculate mission completion fuel.

Crew. Pilot/ECMO 1.

NAV-205 1.7 T,C,R 1 EA-6B A

Goal. Maintain proficiency in day, radar, and visual navigation utilizing a high-low-high profile.

Requirements. Suitable MTR; no lower than 1000 ft AGL. Emphasis is on accurate navigation with a degraded system.

Performance Standards. Complete the following:

- (1) Conduct half of the low level in AM and at least 3legs of the low level in DR.
- (2) Execute multiple updates.
- (3) Maintain NAV system accuracy to within 2nm at the target.
- (4) TOT/JOT +10 seconds.
- (5) Calculate mission completion fuel.

Crew. Pilot/ECMO 1.

Prerequisites. NAV-204.

4. Aerial Refueling

a. Purpose. To introduce the Pilot/ECMO to aerial refueling procedures.

b. General. The type of aircraft utilized for aerial refueling shall be determined by mission requirements.

c. Ground Training. Aircrew shall receive all applicable aerial refueling lectures prior to flight in this stage.

AR-206 1.7 T,C,R 1 EA-6B A

Goal. Introduce/practice the techniques/procedures for day high altitude tanking.

Requirements. May be flown in conjunction with any other scheduled mission. NATOPS Aerial Refueling Manual provides further guidance.

Performance Standards. Complete the following:

- (1) Brief aerial refueling emergencies.
- (2) Execute the proper:
 - (a) Communications procedures
 - (b) Tanker rendezvous
 - (c) Aerial refueling procedures/techniques
 - (d) Departure from tanker
- (3) 4 plugs (wet or dry) for initial/refresher aircrew.
- (4) 1 plug required for currency.

Crew. Pilot/ECMO 1.

External Support. Aerial refueling platform; KC-130, 135 etc.

5. Familiarization

a. Purpose. To introduce the pilot and ECMO to the flight characteristics and maneuvering capabilities of the EA-6B. To introduce the pilot to the back seat operating characteristics.

b. General.

(1) The FAM-207 is designed to familiarize the pilot with ECMO responsibilities and the procedures required to operate the OBS. FAM-207 may be conducted in either the EA-6B or the 15E22C.

(2) FAM-211 may be flown in conjunction with other sorties. Only a designated Defensive Tactics Instructor (DEFTACI) shall be the flight instructor for the initial FAM-211 and when currency/proficiency lapses. For SFAM-210, the ECMO shall fly the trainer for at least three spins/out-of-control flight maneuvers. The DEFTACI may sit at the instructor's console or in the simulator. ACM Training Rules 0 apply for these events and must be briefed as per T&R Manual, Volume 1 and [OPNAV 3710.7](#).

(3) Emphasis is on preparing the aircrew for progression to DEFTAC qualification. The maneuvers outlined in these sorties should point out the EA-6B's maneuvering characteristics and how they apply to the air-to-air environment.

c. Ground Training. MAWTS-1 EA-6B BAM lecture will be completed prior to any sorties in this stage.

d. Pilot/ECMO Simulator training (2 Periods, 3.4 Hour)

SFAM-207 1.7 T,C,R 15E22C/1 EA-6B S

Goal. Introduce the pilot to OBS and HARM procedures.Requirements. May be conducted in the airplane.

Performance Standards. Complete the following:

- (1) Load of the Tactical Computer (TC), Display Processor (DP), and all required mission libraries.
- (2) Review various computer displays.
- (3) Review software tree.
- (4) Review various jammer assignments.
- (5) Hardware checks.
- (6) Pod radiation.
- (7) HARM procedures.
- (8) Built-in-Tests (BITs).
- (9) Degraded operations.
- (10) Basic signal analysis.
- (11) Software checks.

Crew. Pilot.

SFAM-210 1.7 T,C,R 1 EA-6B S

Goal. To introduce the pilot and ECMO to the flight characteristics and maneuvering capabilities of the EA-6B.Requirements. Knowledge of the FAM-211 maneuvers outlined in the MAWTS-1 DEFTAC syllabus. Overhead maneuvers are required. Overheads may be accomplished in sequence, i.e., squirrel cage. Performance Standards. Complete the following:

- (1) Acceleration Demo.
- (2) 1 G Approach-to-Stall and Recovery.
- (3) 2 G Approach-to-Accelerated Stall and Recovery.
- (4) Rolling G / Stab Aug Demo.
- (5) Break and Hard Turns at 10,000 ft. MSL.
- (6) Nose High Unusual Attitude and Recovery.
- (7) Break and Hard Turns at 20,000 ft. MSL.
- (8) Nose Low Unusual Attitude and Recovery.
- (9) Dynamic Zoom / Transient Wing Drop.
- (10) Slice Turn.
- (11) Confidence Maneuvers:
 - Flaperon Roll
 - Wingover
 - Barrel Roll
- (12) Overhead Maneuvers:
 - Loop
 - 1/2 Cuban Eight
 - Immelmann
 - Split S
- (13) SAM Evasive Maneuver.
- (14) 50% Rule recoveries from 15,000 and 10,000 ft. MSL, to no lower than 2,000 ft. AGL using the dive recovery rules.
- (15) Multiple departures/out-of-control flight/spins. ECMOs shall fly the simulator for at least three departures/out-of-

control/spins maneuvers.

Performance Standards. IAW NATOPS and applicable TAC Manuals.

Prerequisites. Aerodynamics and BAM lectures.

Crew. Pilot and/or ECMO 1 and DEFTACI.

e. Pilot/ECMO Flight Training (1 Flight, 1.5 Hours)

FAM-211 1.5 T,C,R E 1 EA-6B A

Goal. Introduce/practice maneuvers designed to familiarize the Pilot/ECMO with flight characteristics and maneuvering capabilities of the EA-6B.

Requirements. Knowledge of the FAM-211 maneuvers outlined in the MAWTS-1 DEFTAC syllabus. Overhead maneuvers are recommended and shall be completed at aircraft gross weights at or below 45,000 pounds. When configured with external fuel tanks, they shall be empty before commencing overheads. Overheads may be accomplished in sequence, i.e., squirrel cage. For refresher, requirements 3,4,5 may be omitted.

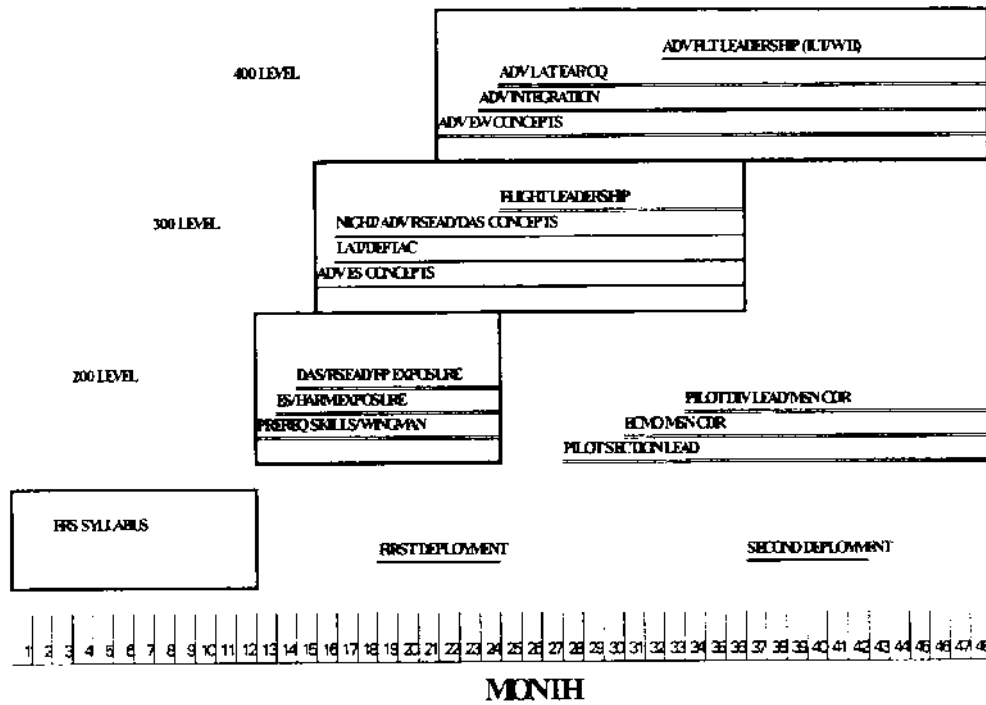
Performance Standards. Complete the following:

- (1) Acceleration Demo.
- (2) 1 G Approach-to-Stall and Recovery.
- (3) 2 G Approach-to-Accelerated Stall and Recovery.
- (4) Rolling G / Stab Aug Demo.
- (5) Break and Hard Turns at 10,000 ft. MSL.
- (6) Nose High Unusual Attitude and Recovery.
- (7) Break and Hard Turns at 20,000 ft. MSL.
- (8) Nose Low Unusual Attitude and Recovery.
- (9) Dynamic Zoom / Transient Wing Drop.
- (10) Slice Turn.
- (11) Confidence Maneuvers:
 - Flaperon Roll
 - Wingover
 - Barrel Roll
- (12) Overhead Maneuvers:
 - Loop
 - 1/2 Cuban Eight
 - Immelmann
 - Split S
- (13) SAM Evasive Maneuver.
- (14) 50% Rule recoveries from 15,000 and 10,000 ft. MSL, to no lower than 2,000 ft. AGL using the dive recovery rules.

Crew. Pilot or ECMO 1 and DEFTACI (initial only).

Prerequisites. SFAM-210.

EA-6B CORE PROGRESSION MODEL



6. Tactical Formation

a. Purpose. To review basic section air-work and to introduce the aircrew to tactical formation (TACFORM).

b. General. FORM-220 and 222 are meant to be a build-up for the DEFTAC and LAT phase. The ability to recognize and execute the tactical turns on FORM-220 is a prerequisite for conducting them in the low altitude environment on FORM-222. TACFORM is conducted to allow formation navigation with mutual support. TACFORM is not a low altitude Max. 'G' exercise. Emphasis should be on turn recognition and lookout in the comm out environment.

c. Ground/Academic Training. LAT III (Section Maneuvering) and LAT IV (Advanced Maneuvers) lectures shall be completed prior to flight in this stage.

d. Pilot/ECMO Flight Training (3 Flights, 5.1 Hours)

FORM-220 1.7 T,C,R 2 EA-6B A

Goal. Introduce/practice day formation work.

Requirements. Review the tactical turns outlined in the MAWTS-1 LAT Syllabus. Tactical turns will not be conducted below 5,000 ft AGL. 'G' Awareness and FOD check maneuvers will be completed prior to tactical maneuvering.

Performance Standards. Complete the following:

- (1) Section takeoff, 10 sec. or simultaneous.
- (2) NATOPS TACAN/ADF rendezvous.
- (3) NATOPS breakup and rendezvous.
- (4) Section maneuvering utilizing Defensive Combat Spread and Fighter Wing. Section maneuvering in preparation for low level TACFORM (below 5,000 ft. AGL) uses the same formations but without wingman descending below the lead's altitude.
- (5) Complete the following turns IAW MAWTS-1 LAT syllabus:
 - (a) NAV turn into/away
 - (b) TAC turn into/away
 - (c) Shackle turn
 - (d) CROSS turn
 - (e) IN PLACE turn into/away
- (6) NATOPS/unit SOP section approach/missed approach procedures.
- (7) Unit SOP section landing recommended.

Crew. Pilot/ECMO 1.

FORM-221 1.7 T,C,R 2 EA-6B A N

Goal. Review/practice EA-6B night formation flight and procedures.

Requirements. Complete the following:

- (1) Section takeoff.
- (2) NATOPS TACAN/ADF rendezvous recommended.
- (3) Break-up and rendezvous as lead and wing.
- (4) Section approach/missed approach procedures as lead and wing.

Performance Standards. IAW NATOPS

Crew. Pilot/ECMO 1.

Prerequisites. A formation flight must have been flown within the last 60 days. A night flight must have been flown within the last 45 days.

FORM-222 1.7 T,C,R E 2 EA-6B A

Goal. Introduce section tactical navigation, tactical turns, and mutual support in the low-altitude environment.

Requirements. Flown on a suitable MTR, or certified route, no lower than 1000 ft AGL. Tactical turns will be IAW the MAWTS-1 LAT Syllabus. Lead will be exchanged during the low level portion to provide equal training for both aircrews. 'G' Awareness and FOD check maneuvers will be completed prior to tactical maneuvering. Introduce/practice section maneuvering/formations.

Performance Standards. Complete the following turns IAW MAWTS-1 LAT syllabus:

- (1) NAV into/away
- (2) TAC into/away
- (3) Shackle
- (4) Cross-turn
- (5) In-place into/away

Crew. Pilot/ECMO 1.

Prerequisites. NAV-204, FORM-220.

7. HARM employment.

a. Purpose. To introduce the aircrew to the coordination and system/airplane requirements for timely and accurate HARM delivery.

b. General. THARM-230 is a TUT planning mission only and shall be completed prior to SHARM-231,232. HARM-233, 234 can be flown in conjunction with other missions. SHARM-231, 232 are comprehensive trainers and shall be an evaluation of the techniques/procedures required for HARM employment. Emphasis should be placed on mission planning, tailoring libraries, reactive shots and timing.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

- (1) MAWTS-1 HARM lecture series.

d. HARM Mission Planning (1 Period, 2.0 Hours)

THARM-230 2.0 T,C,R 1 TUT S

Goal. Introduce/practice HARM planning on the Teams Upgrade Terminal (TUT).

Requirements. Complete the following:

- (1) Plan a minimum of 3 HARM shots:
 - (a) Deconflicting geometrically
 - (b) Deconflicting parametrically

- (c) Utilizing MME/MNT
(2) Utilize 3 different profiles (PB, RK, RU) for each shot, comparing time of flights (TOF), launch points, fields of view, probability of hit footprints (POHF), ETC.
(3) Discuss friendly emitter deconfliction.

Performance Standard. To be evaluated during execution on SHARM missions.

Crew. Pilot and ECMO 1/2/3.

e. Pilot/ECMO Simulator Training (2 Period, 3.0 Hours)

SHARM-231 1.5 T,C,R E 2F143 S

Goal. Introduce Pilot and ECMO 1 to HARM employment procedures.

Requirements. Shall be completed using integrated simulators with SHARM-232. THARM-230 scenario and planning shall be employed.

Performance Standards. Complete the following:

- (1) Execute multiple HARM launches utilizing various modes (PB, RK, RU)
- (2) Meet timing/routing requirements.
- (3) Proper crew coordination with respect to pre and post-launch responsibilities.
- (4) Perform ABL procedures.
- (5) Employ missile with various system malfunctions.
- (6) Shots in AM and DR.
- (7) Review abort codes.
- (8) Practice hung ordnance approach procedures.

Crew. Pilot and ECMO 1.

Prerequisites. THARM-230.

SHARM-232 1.5 T,C,R E 15E22C S

Goal. Introduce ECMO 2/3 to HARM employment procedures.

Requirements. Utilize THARM-230 scenario. May be flown using integrated simulator with SHARM-231.

Performance Standards. Complete the following:

- (1) Execute multiple HARM launches utilizing various modes (PB, RK, RU)
- (2) Develop target packages using Target Hook, Emitter Hook, OP Create, and ELINT modifications.
- (3) Perform ABL procedures.
- (4) Practice proper crew coordination with respect to pre and post-launch responsibilities.
- (5) Employ missile with various system malfunctions.

Crew. ECMO 2/3.

Prerequisites. THARM-230.

f. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hours;
ECMO 2 Flights, 3.4 Hours)

HARM-233 1.7 T,C,R 1 EA-6B A

Goal. Practice HARM employment procedures for Pilot and
ECMO1.

Requirements. May be flown in conjunction with other
missions.

Performance Standards. Complete the following:

- (1) Integrate HARM shot into SEAD gameplan.
- (2) Navigate to launch point within 3 nm.
- (3) Meet HARM launch timing +10 seconds.
- (4) Meet HARM TOT +10 seconds.

Crew. Pilot and ECMO1.

Ordinance. Captive AGM-88 Block III or IV.

HARM-234 1.7 T,C,R 1 EA-6B A

Goal. Practice HARM employment procedures for ECMO 2/3.

Requirements. May be flown in conjunction with other
missions.

Performance Standards. Complete the following:

- (1) Integrate HARM shot into SEAD gameplan.
- (2) Navigate to launch point within 3 nm.
- (3) Meet HARM launch timing +10 seconds.
- (4) Meet HARM TOT +10 seconds.

Crew. ECMO 2/3.

Ordinance. Captive AGM-88 Block III or IV.

8. Electronic Warfare Support.

a. Purpose. Introduce and practice ES procedures and TERPES
integration.

b. General. SES-240, 241 are designed to increase the signal
recognition and identification proficiency in a dense electromagnetic
environment. ES-242, 243 should be flown against an EW range with real
world signals. To the greatest extent possible, ES-242, 243 should
include an S-2 intel. scenario/brief/debrief and TERPES brief/debrief.

c. Ground/Academic Training. The following squadron level lectures
should be accomplished prior to flight in this stage:

- (1) ES General Tactics.
- (2) HARM as a sensor.

d. ECMO Simulator Training (2 Periods, 4.0 Hours)

SES-240 2.0 T,C,R 15E22C S

Goal. Review the procedures necessary to properly conduct
the OBS Built-in-Tests (BITs). Increase ECMO signal
recognition

capabilities of EW/GCI/ACQ/FC/TT/IL/AI radar signals.

Requirements. Identify EW/GCI/ACQ/FC/TT/IL/AI radar signals and respond to system malfunctions. Review general radar characteristics as per function.

Performance Standards. Complete the following:

- (1) System power-up and initialization.
- (2) Recorder operations.
- (3) OBS and A/D Converter BITs.
- (4) Identify, localize, and record signals of interest.
- (5) Recorder initialize.
- (6) Library activation.
- (7) FR-AZ initialize.
- (8) GEO initialize.
- (9) Practice degraded modes of operation.

Crew. ECMO 2/3.

SES-241 2.0 T,C,R 15E22C S

Goal. Increase ECMO signal recognition capabilities in a dense electromagnetic environment.

Requirements. Identify/localize signals of interest and respond to system malfunctions.

Performance Standards. Complete the following:

- (1) Identify, localize, and record signals of interest in a dense signal environment.
- (2) Coordinate NAV track for ES optimization.
- (3) Properly initialize the OBS to maximize the ES effort.
- (4) Maintain ES logs, focusing on SOI.
- (5) Reference EPL for SOI characteristics.
- (6) Introduce coord. with National Assets.
- (7) Introduce MATT/CTT integration.

Crew. ECMO 2/3.

e. Pilot/ECMO Flight Training (Pilot 1 Flight, 1.7 Hours; ECMO 2 Flights, 3.4 Hours)

ES-242 1.7 T,C,R 1 EA-6B A

Goal. Introduce the EA-6B aircrew to front seat single-ship ES techniques in the EA-6B and mission planning capabilities of TERPES.

Requirements. May be conducted in conjunction with other sorties.

Performance Standards. Complete the following:

- (1) Coordinate with TERPES and S-2/EWO on given scenario.
- (2) Pre-flight briefing by S-2 and TERPES.
- (3) Ensure navigation track optimizes OBS detection capabilities.
- (4) Develop a TUT mission.
- (5) Conduct a surveillance mission against an EW range, local ATC

radars, or surface ship radars.

- (6) Utilize the HARM as a sensor.
- (7) Maintain appropriate logs for post mission reconciliation.
- (8) Complete TUT and TERPES post mission analysis.
- (9) Plan for and utilize the USQ-113 in the record mode.

Crew. Pilot and ECMO 1.

Ordinance. Captive AGM-88 Block III or IV.

ES-243 1.7 T,C,R 1 EA-6B A

Goal. Introduce the EA-6B aircrew to the single-ship backseat ES techniques in the EA-6B and mission planning capabilities of TERPES.

Requirements. Same as ES-242.

Performance Standards. Same as ES-242 with the addition of:

- (1) Properly initialize the OBS.
- (2) Identify, localize and record SOI.

Crew. ECMO 2/3.

Ordinance. Captive AGM-88 Block III or IV.

9. Deep Air Support.

a. Purpose. Introduce the aircrew to tactical employment of the EA-6B in the DAS environment.

b. General. Scenarios should attempt to integrate external assets to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

- (1) ASE.
- (2) Jamming Fundamentals.
- (3) USQ tactical considerations.
- (4) USQ basic operations.
- (5) EA General tactics.
- (6) JATO.

d. Pilot/ECMO Simulator Training (2 Periods, 3.0 Hours)

SDAS-250 1.5 T,C,R 1 2F143 S

Goal. Introduce/practice the aircrew requirements for jamming in support of a coordinated strike scenario.

Requirements. Shall be flown integrated with SDAS-251.

Performance Standards. Complete the following:

- (1) Determine EA-6B jammer and track timing in accordance with the S-2 scenario.
- (2) Determine optimum load-out.

- (3) Meet timing requirement +/- 10 seconds.
- (4) TERPES brief of scenario parametrics.
- (5) Develop HARM plan.
- (6) Brief HVU escort plan.
- (7) USQ-113 integration and targeting.
- (8) Expendable gameplan.
- (9) Practice degraded modes of operation.

Crew. Pilot and ECMO 1.

SDAS-251 1.5 T,C,R 1 15E22C S

Goal. Introduce/practice the aircrew requirements for jamming in support of a coordinated strike scenario.

Requirements. May be flown integrated with SDAS-250.

Performance Standards. Complete the following:

- (1) Develop TUT mission based on intel. scenario.
- (2) Determine optimum support profile and navigation track
- (3) Determine optimum load-out.
- (4) Meet timing requirement +10 seconds.
- (5) TERPES brief of scenario parametrics.
- (6) Develop HARM and jammer gameplan.
- (7) USQ-113 integration and targeting.
- (8) Initialize OBS and TJS.
- (9) Make/adjust jammer assignments in accordance with jammer gameplan.
- (10) Maintain EA logs.
- (11) Execute hardware and software checks.
- (12) Practice degraded modes of operation.

Crew. ECMO 2/3.

e. USQ-113 Trainer (1 Period, 2.0 Hours)

TDAS-252 2.0 T,C,R 1 USQ-113 S

Goal. Become familiar with the operating characteristics of the USQ-113.

Requirements. May be conducted in a USQ equipped aircraft or the USQ mobile trainer.

Performance Standards. Complete the following:

- (1) Coordinate with S-2 and National assets concerning signals of interest.
- (2) Develop target tables.
- (3) Initialize USQ-113.
- (4) Employ the USQ in all modes (normal, priority, selective, and blind).
- (5) Employ the USQ in the limited search mode.
- (6) Employ the USQ in the COMM-1 mode.
- (7) Employ the USQ record mode.
- (8) Review data loader procedures.
- (9) Perform BITs.
- (10) Maintain ES/EA logs.

f. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hour; ECMO: 2 Flights, 3.4 Hours)

DAS-253 1.7 T,C,R 1 or 2 EA-6B(s) A

Goal. Introduce/practice the aircrew requirements for jamming in support of a DAS strike scenario.

Requirements. This sortie shall be planned and briefed as a section. However, it may be executed as a single.

Performance Standards. Complete the following:

- (1) Develop TUT mission for a section of EA-6B.
- (2) Determine EA-6B jammer and track timing in accordance with the S-2 scenario.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +10 seconds.
- (5) TERPES brief of scenario parametrics.
- (6) Develop HARM plan.
- (7) Brief HVU escort plan.
- (8) USQ-113 integration and targeting.
- (9) Expendables gameplan.

Crew. Pilot and ECMO 1.

DAS-254 1.7 T,C,R 1 or 2 EA-6B(s) A

Goal. Introduce/practice the aircrew requirements for jamming in support of a coordinated strike scenario.

Requirements. This sortie shall be planned and briefed as a section. However, it may be executed as a single.

Performance Standards. Complete the following:

- (1) Develop TUT mission based on intel scenario.
- (2) Determine optimum support profile and navigation track.
- (3) Determine optimum load-out.
- (4) Meet timing requirement +10 seconds.
- (5) TERPES brief of scenario parametrics.
- (6) Develop HARM and jammer gameplan.
- (7) USQ-113 integration and targeting.
- (8) Initialize OBS and TJS.
- (9) Make/adjust jammer assignments in accordance with jammer gameplan.
- (10) Maintain EA logs.
- (11) Execute hardware and software checks.
- (12) Coord. with S-2 and TERPES for post flight debrief.

Crew. ECMO 2/3.

10. Reactive Suppression of Enemy Air Defenses (RSEAD).

a. Purpose. Introduce the aircrew to EA support in the CAS environment.

b. General. Scenarios should attempt to integrate external assets to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief. Missions in this phase will focus on scenarios where the target and threat are both co-located and not co-

located.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

(1) EWCAS.

d. Pilot/ECMO Simulator Training (2 Periods, 3.0 Hours)

SRSEAD-260 1.5 T,C,R 2F143 S

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Shall be flown integrated with SRSEAD-261.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TUT mission.
- (3) Practice ONA and OFFA procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 4 threat is the target missions.
- (6) Conduct a minimum of 4 threat is not the target missions.
- (7) Prepare communications flow and reporting procedures.
- (8) Practice degraded modes of operation.
- (9) Gain alignment to within + 3 Deg.

Crew. Pilot and ECMO 1.

SRSEAD-261 1.5 T,C,R 15E22C S

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. May be flown integrated with SRSEAD-260.

Performance Standards. Same as SRSEAD-260. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Crew. ECMO 2/3.

e. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hour; ECMO: 2 Flights, 3.4 Hours)

RSEAD-262 1.7 T,C,R 1 EA-6B A/S

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. S-2 scenario providing friendly and enemy ground order of battle, SAMs/AAA, and Fire Support Coordination Measures is required.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TUT mission.
- (3) Practice ON AXIS and OFF AXIS procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 2 threat is the target missions.
- (6) Conduct a minimum of 2 threat is not the target missions.
- (7) Prepare communications flow and reporting procedures.

Prerequisites. SRSEAD-260.

Crew. Pilot and ECMO 1.

RSEAD-263 1.7 T,C,R EA-6B A/S

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Same as RSEAD-262.

Performance Standards. Same as RSEAD-262. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Prerequisite. SRSEAD-261

Crew. ECMO 2/3.

11. Force Protection.

a. Purpose. Introduce EA-6B tactics and techniques in the force protection role.

b. General. These missions are intended to familiarize the EA-6B aircrew with tactics and techniques for the defense of a vital area or supported unit. They may include, but are not limited to, Anti-Ship Missile Defense (ASMD), helicopter support, airfield defense, GCE support, counter-battery artillery raids, or vital area defense.

c. Ground Training.

- (1) EA-6B in support of Helicopter Operations.
- (2) EA-6B in support of GCE.
- (3) Bulk Chaff Operations.

d. Pilot/ECMO Simulator Training (2 Periods, 3.0 Hours)

SFP-270 1.5 T,C,R 2F143 S

Goal. Introduce/practice procedures for force protection.

Requirements. May be flown integrated with SFP-271.

Performance Standards. Complete the following:

- (1) Coordinate with supported unit.
- (2) Determine threat to supported unit.
- (3) Determine SOI for threat warning.
- (4) Determine criteria for flex to reactionary defense.
- (5) Determine and execute proper reporting procedures.
- (6) Prepare TUT mission.
- (7) Prepare expendables gameplan, to include chaff corridors (if available).
- (8) Prepare go/no go criteria.
- (9) Practice degraded modes of operation.

Crew. Pilot and ECMO 1.

SFP-271 1.5 T,C,R 15E22C S

Goal. Introduce/practice procedures for force protection.

Requirements. May be flown integrated with SFP-271

Performance Standards. Same as SFP-270, with the addition of the following:

- (1) Prepare jammer and HARM gameplan.

Crew. ECMO 2/3.

12. Fleet Electronic Protection.

- a. Purpose. Introduce the aircrew to employment of the EA-6B in the EP environment.

b. General. These missions are to train other units in a hostile electromagnetic environment. Requirements will depend on the training required by the supported unit. Examples include break-lock training for F/A-18 units and jamming missions against an operating MACCS.

FEP-272 1.7 T,C,R 1 EA-6B A/S

Goal. Introduce/practice the requirements for successful completion of EP training support for Fleet units.

Requirements. Can be conducted against any Fleet unit requesting EP support.

Performance Standards. Introduce/practice the following:

- (1) Coordinate with the supported unit.
- (2) Develop TUT mission.
- (3) Prepare communications plan and codewords as necessary.
- (4) Maintain EA logs.

Crew. Pilot and ECMO 1/2/3.

243. COMBAT QUALIFICATION TRAINING: PILOT AND ECMO

1. Night Aerial Refueling

- a. Purpose. Introduce the Pilot/ECMO to night aerial refueling procedures.
- b. General. The type of aircraft utilized for aerial refueling shall be

determined by mission requirements.

c. Ground Training. Aircrew shall receive all applicable aerial refueling lectures prior to flight in this stage.

AR-300 1.7 T,C,R 1 EA-6B A N

Goal. Introduce/practice the techniques specific to night high altitude aerial refueling. Practice tanker communications and engagement/disengagement procedures.

Requirements. Same as AR-206.

Performance Standards. IAW Aerial Refueling NATOPS.

Prerequisites. AR-206 for initial currency aircrew.

Crew. Pilot.

External Syllabus Support. 1 KC-130 or other suitable refueler.

2. Air-to-Air (Defensive Tactics (DEFTAC))

a. Purpose. This stage is designed to introduce the EA-6B aircrew to the capabilities and limitations of the EA-6B in the air-to-air environment. This includes BVR/WVR maneuvering and section defensive tactics.

b. General.

(1) Current OPNAVINST 3710.7, T&R VOL.1, MAWTS-1 Course Catalog, and Fleet/Wing/Group orders define the limitations for the conduct of ACM. All air-to-air training is subject to the guidelines set forth in these orders.

(2) Only those aircrew certified by MAWTS-1 and designated by the Commanding Officer as DEFTAC Instructors (DEFTACI) will conduct the ground and in-flight instruction associated with DEFTAC. The T&R Vol. 1 ACM flight lead designation does not apply to the EA-6B. ACMI/TACTS pods shall be used if available.

(3) Initial Qualification. A DEFTACI shall occupy either the pilot or ECMO 1 position for all initial qualification sorties for the pilot and ECMO(s). The ECMO(s) may qualify/update DEFTAC-310 through 313 and DEFTAC-410 in either the ECMO 1, 2, or 3 position. A DEFTACI pilot shall fly as section lead for the initial qualification sortie DEFTAC-313. A DEFTACI pilot shall fly as wingman for a pilot's DEFTAC Section Leader qualification sortie DEFTAC-314. ECMO(s) record DEFTAC-314 sorties as DEFTAC-313. All aircrew shall be proficient in SFAM-210 (BAM simulator), FAM-211 (BAMflight), and FORM-220 (Section maneuvering) prior to flight in this stage. Multiple Xs are not permitted per flight.

(4) Reflys and Refresher. The pilot and ECMO remain DEFTAC qualified as long as they are DIFOP to the VMAQ/MAG/Wing/MAWTS-1 and meet their OPNAV flight hour minimums in the EA-6B. If proficiency lapses, the commanding officer will designate which portions of the DEFTAC stage will be flown to regain proficiency. When proficiency lapses, an EA-6B DEFTACI will be present in the initial qualification designated positions.

(5) Evaluations. DEFTAC-313 is the evaluation sortie for the DEFTAC stage. Upon successful completion of DEFTAC-313, aircrew may be designated DEFTAC qualified with a letter from the squadron commanding officer. DEFTAC-314

is the pilot evaluation sortie for DEFTAC Section Leader. Upon successful completion of DEFTAC-314, the pilot shall be designated a DEFTAC Section Leader with a letter from the squadron commanding officer.

(6) Utilizing Adversary Aircraft. One dissimilar aircraft is required. DEFTAC-310 does not require a radar-missile/BVR capable adversary. DEFTAC-312 through DEFTAC-314 require either radar-missile capable dissimilar adversaries (i.e., FA-18, F-16, F-15, F-14, etc.) or professional adversaries (i.e., VMFT-401, TOPGUN, VC squadrons, etc.). Aircrew qualifications for adversary aircraft are specified in T&R Volume 1.

c. Ground Training. All DEFTAC ground training specified in the MAWTS-1 Course Catalog must be completed prior to flight in this stage and within the 6 months prior to DEFTAC qualification. All aircrew must successfully complete a MAWTS-1 developed and squadron DEFTACI administered DEFTAC academic exam prior to qualification.

d. Pilot/ECMO Simulator Training (1 Event, 1.0 Hour)

e. Pilot/ECMO Flight Training (3 Flights, 4.5 Hours)

f. Pilot DEFTAC Section Leader Training (1 Flight, 1.5 Hours)

DEFTAC-310 1.5 T,C,R 1 EA-6B A vs 1 Dissimilar Adversary A

Goal. Within Visual Range (WVR) maneuvering. Practice basic 1V1 WVR maneuvering.

Requirements. Complete the following:

(1) Eyeball calibration and demos:

- Bogey demo 20/40/600 Angle-off-tail (AOT), IR-1 or IR-2 and gun Weapons Engagement Zones (WEZ), lead/pure /lag pursuit, aircraft top/bottom, blind zone.
- Bogey demo low-to-high Yo-Yo and Barrel Roll Attack to both sides of EA-6B.

(2) Guns Snapshot Drill.

- (3) Defensive counters against a bogey simulating a Category I or II aircraft using an IR-1 or IR-2 WEZ.
 - Low Angle Threat, bogey 200 AOT/1.5 nm/bogey with at least 100 KIAS airspeed advantage.
 - High Angle Threat, bogey 600 AOT/1.5 nm.
- (4) Head-on starts with bogey simulating a Category II or III aircraft using an IR-1 or IR-2 WEZ:
 - EA-6B drive engagement to one-circle flow.
 - EA-6B drive engagement to two-circle flow.
- 5) Butterfly set-ups:
 - Bogey uses vertical at merge simulating a Category II or III aircraft with an IR-1 or IR-2 WEZ.
 - Bogey uses vertical at "fights on" call simulating a Category II or III aircraft with an IR-1 or IR-2 WEZ.
 - Bogey uses highest category aircraft capable with an IR-1 or IR-2 WEZ (as fuel/time permit).
- (6) Proper expendables employment.

Performance Standards. IAW TAC Manual and MAWTS-1 Course Catalog.

Crew. Pilot and ECMO 1/2/3.

Prerequisites. DEFTAC lecture series, SFAM-210, FAM-211 and FORM-

220 current.

Ordinance. Appropriate mix of expendables and at least two jamming pods per aircraft. TACTS/ACMI pod shall be used if available.

SDEFTAC-311 1.0 T,C,R 1 EA-6B S

Goal. Introduce the communications and situational awareness required for Intercept Control and BVR engagements. Introduce determination of slide/scram criteria. Introduce forward-quarter missile defense.

Requirements. Utilize Broadcast and Tactical Control to build intercept timeline situational awareness.

Performance Standards. Complete the following:

- Determine timely Slide/Scram ranges and directions.
- Interpret AIC/GCI communications.
- Build intercept timeline situational awareness.
- DEFTACI makes appropriate shot calls for simulated bogey.

Conduct:

- (1) Simulate bogey at 30 nm (EA-6B non-maneuvering).
- (2) Simulate bogey at Scram.
- (3) Simulate bogey inside Scram and outside of E-Pole.
- (4) Simulate "Pop-up Threat" inside E-Pole.
 - Determine notch direction/timing.
 - Initiate Forward Quarter Missile Defense (FQMD) on "smoke in the air" call.
 - Post simulated merge, determine "Green" direction.
- (5) Execute 50% rule recoveries to no lower than 2,000 ft AGL using the dive recovery rules.
- (6) Proper expendables employment.

Crew. Pilot and ECMO 1 (ECMO 2&3 if integrated simulator) and DEFTACI (at console).

Ordinance. Simulate appropriate mix of expendables and at least two jammer pods.

Prerequisites. SFAM-210.

DEFTAC-312 1.5 T,C,R 1 EA-6B A vs 1 Dissimilar Adversary A

Goal. Practice the communications and situational awareness required for Intercept Control and BVR engagements, determination of slide/scram criteria, and forward-quarter missile defense.

Requirements. GCI/AEW required if available. If no radar control available, an air-intercept radar equipped bogey flown by an ACM Flight Lead may be substituted. Utilize Broadcast and Tactical Control to build intercept timeline situational awareness.

Performance Standards. Complete the following:

- Determine timely Slide/Scram ranges and directions.
- Interpret AIC/GCI communications.
- Build intercept timeline situational awareness.

- Bogey makes valid shot calls.
- (1) Eyeball calibration.
 - Bogey at 30 nm (EA-6B non-maneuvering).
 - When appropriate, EA-6B call notional slide; determine and call notional scram direction.
 - EA-6B note range of "Tally-Ho".
 - (2) Bogey at Scram.
 - When appropriate, EA-6B call notional slide; determine scram direction.
 - Bogey makes appropriate shot calls; all note ranges and times.
 - (3) Bogey inside Scram and outside of E-Pole.
 - Bogey makes appropriate shot calls; all note ranges and times.
 - (4) Bogey "Pop-up Threat" inside E-Pole.
 - Determine notch direction/timing.
 - Initiate Forward Quarter Missile Defense (FQMD) on "smoke in the air" call.
 - Post merge, EA-6B practice WVR tactics.
 - Bogey makes appropriate shot calls; all note ranges and times.
 - (5) Execute 50% rule recoveries to no lower than 2,000 ft AGL using the dive recovery rules.
 - (6) Proper expendables employment.

Crew. Pilot and ECMO 1/2/3.

Ordinance. Appropriate mix of expendables and at least two jammer pods.

Prerequisites. SDEFTAC-311.

External Support Requirements. A dissimilar adversary and GCI/AEW.

DEFTAC-313 1.5 T,C,R E 2 EA-6B A vs 1 Dissimilar Adversary A

Goal. Introduce section DEFTAC. Practice Slide/Scram determination and WVR maneuvering. This is the pilot/ECMO qualification sortie.

Requirements. GCI/AEW required if available. If no radar control available, an air-intercept radar equipped bogey flown by an ACM Flight Lead may be substituted. Practice broadcast control and tactical control. A DEFTACI pilot shall be section lead whenever the wingman is not a qualified DEFTAC Section Leader (see DEFTAC-314).

Performance Standards. Complete the following:

- Determine proper Slide/Scram ranges.
- Interpret AIC/GCI communications.
- Execute proper Scram tactics.
- Establish deconfliction criteria.

Conduct:

- (1) Successfully maneuver section to counter a Zone 1 threat outside of E-Pole.
 - EA-6Bs in Defensive Combat Spread.
- (2) Successful section FQMD to counter a Zone 1 threat inside of E-Pole.

- EA-6Bs in Defensive Combat Spread.
 - AIC/GCI gives "Picture Clean" calls until bogey inside E-Pole.
 - EA-6Bs execute FQMD.
 - Bogey calls any valid shots.
 - Bogey call targeted EA-6B if no "Tally-Ho" call from EA-6Bs by 3 nm.
 - Targeted EA-6B (only one) executes merge and WVR tactics
 - Bogey calls any additional valid shots.
- (3) Successfully maneuver section to counter a Zone 2 threat outside of E-Pole.
- EA-6Bs in Defensive Combat Spread.
- (4) Successfully counter a threat outside of E-Pole from a non-visual set-up in an EW Track.
- Wingman is at least 1000K' above lead's track altitude.
 - Both EA-6Bs execute proper Scram tactics/deconfliction.
 - Bogey makes valid shot calls.
- (5) Successfully counter a threat inside of E-Pole from a non-visual set-up in an EW Track.
- Wingman is at least 1000K' above lead's track altitude.
 - EA-6Bs determine who has threat inside E-Pole (may or may not be both EA-6Bs).
 - EA-6B(s) with threat inside E-Pole executes FQMD; the other EA-6B Scrams.
 - Bogey calls any valid shots.
 - Bogey call targeted EA-6B if no "Tally-Ho" call from EA-6B by 3 nm.
 - Targeted EA-6B (only one) executes merge and WVR tactics.
 - Bogey calls any additional valid shots.

Crew. Pilot, ECMO 1/2/3.

Ordinance. Appropriate mix of expendables and at least two jammer pods. TACTS pods (EA-6Bs and adversary) are required, if available.

Prerequisites. DEFTAC-312.

External Support Requirements. A dissimilar adversary and GCI/AEW.

DEFTAC-314 1.5 T,C,R E 2 EA-6B A vs 1 Dissimilar Adversary A

Goal. Evaluate the pilot's ability to successfully lead a section DEFTAC mission. This is the Pilot's DEFTAC Section Leader qualification sortie.

Requirements. Same as DEFTAC-313 with the following modification: The pilot under training shall lead the entire flight, and a DEFTACI pilot shall be wingman for the entire flight. Only the pilot under training receives the DEFTAC-314 code, all others record DEFTAC-313.

Performance Standards. Same as DEFTAC-313.

Crew. Pilot, ECMO 1/2/3.

Ordinance. Same as DEFTAC-313.

Prerequisites. DEFTAC-313. Pilot under training must be a designated Section Leader.

External Support Requirements. Same as DEFTAC-313.

3. Low Altitude Tactics (LAT)

a. Purpose. To expose aircrews to the tactical low altitude environment. Introduce defensive maneuvering, formation flight at Comfort Level, defensive maneuvering in section, and techniques to utilize terrain for defensive purposes.

b. General.

(1) LAT applies to tactical operations where the briefed intent is to fly below 1000 ft AGL. T&R Volume 1, the MAWTS-1 Course Catalog, and the MAWTS-1 LAT Syllabus provide definitions and currency requirements for the conduct of LAT training. This stage will be flown in strict compliance with the above mentioned sources. In addition, it is recognized that commanders may impose altitude limits that impinge on CL. Altitude limits will always be observed and treated as applicable Rules of Conduct (ROC), as per T&R Volume 1. Only front-seat aircrew are subject to the altitude constraints imposed by the Rules of Conduct. LAT qualification will always be accomplished in restricted airspace, MOA's, suitable MTR's, or other areas designated by the appropriate Wing/MAGTF commander.

(2) LAT qualification is not a function of reflight interval. Aircrew can still be LAT qualified and not proficient in a certain LAT sortie. When a qualified aircrew loses proficiency in a particular syllabus flight, they may regain proficiency by satisfactorily completing that sortie in which they are delinquent. Multiple LAT Xs are not permitted per flight.

c. Ground/Academic Training. MAWTS-1 LAT lecture series will be completed before flight in this stage.

d. Simulator Training (1 Period, 1.5 Hours)

SLAT-320 1.5 T,C,R 2F143 S

Goal. Introduce and practice low altitude crew coordination and flight skills.

Requirements. This is the warm-up simulator for LAT. Part of the sortie will be completed at no lower than 500 ft AGL; as per LAT requirements, and part at 2,000 ft AGL; as per LAT-420 requirements. The LAT instructor will brief the event and be in the simulator device or at the simulator console. The aircrew under instruction will demonstrate a knowledge of all maneuvers.

Performance Standards. Complete the following:

- (1) Hard and break turns (500 ft and 2,000 ft AGL).
- (2) Defensive turns at CL and 2K.
- (3) Transitions from 25,000, 20,000, and 18,000 ft MSL to no lower than 500 and 2,000 ft AGL utilizing the 50% rule.
- (4) Medium and high altitude less than corner airspeed SAM evasive maneuvering.
- (5) Multiple vertical jinks (VJ), straight ahead oblique jinks (SOJ), turning oblique jinks (TOJ), and reverse oblique jinks (ROJ) using the 10 degree rule from 2000 ft AGL.
- (6) Level "S", 3D Maneuver, SAM Break, and Gun Jink in

response to a simulated ground threat from NLT 2000 ft AGL.

(7) Brief and set-up expendables panel as required for the briefed threat.

(8) Employ chaff and flares in conjunction with the maneuvers.

Crew. Pilot and ECMO 1.

e. Flight Training (3 Flights, 4.5 Hours)

LAT-321 1.5 T,C,R 1 EA-6B A

"This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. Attain initial LAT ROC currency. Introduce flight at CL, ridgeline crossings, and defensive turns.

Requirements. LATI pilot or ECMO; instructor will brief. Brief LAT ROC.

Performance Standards. Completion of the following:

- (1) 'G' Awareness and FOD check maneuvers.
- (2) Attain initial LAT ROC currency; no lower than 1000 ft AGL.
- (3) Minimum of two Defensive Turns in each direction at no lower than 1000 ft AGL.
- (4) Descent below 1000 ft AGL at LATI discretion.
- (5) Ridgeline crossings - 90 degree, 45 degree, natural breaks, with unloaded and 90 AOB comedowns. Utilize dive recovery rules on the descent.
- (6) Currency established, cleared to no lower than 500 ft AGL.
- (7) Minimum of four Defensive Turns at no lower than 500 ft AGL.
- (8) One circuit at NLT 500 ft AGL.
- (9) Flight at CL on remaining legs of route or course, NLT T&R Vol. I mins.
- (10) Speed rush baseline demo. at 500 and 1000 ft AGL.
- (11) Proper KIO procedures.

Prerequisites. SLAT-320, current in NAV-204.

Crew. Pilot and ECMO 1.

LAT-322 1.5 T,C,R 2 EA-6Bs A

"This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. Introduce section maneuvering in the LAT environment.

Requirements. LATI pilot or ECMO; instructor briefs conduct and LAT ROC. Turns in accordance with MAWTS-1 course catalog. Pilot under instruction will fly as wingman only.

Performance Standards. Complete the following:

- (1) 'G' Awareness and FOD check maneuvers.
- (2) Defensive turns prior to section maneuvering for Pilot initial qualification sorties.
- (3) Section maneuvering at CL, no lower than T&R Vol I mins.
- (4) Complete the following turns:
 - NAV into/away
 - TAC into/away
 - Shackle
 - Cross-turn
 - In-place into/away
- (5) Section ridgeline crossings.

Prerequisites. Current in NAV-204, FORM-220, FORM-222, LAT-321.

Crew. Pilot and ECMO 1.

LAT-323 1.5 T,C,R 2 EA-6Bs A

"This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. LAT qualify the pilot or ECMO under instruction.

Requirements. LATI pilot or ECMO; instructor briefs conduct and LAT ROC. Pilot or ECMO under instruction briefs turns in accordance with MAWTS-1 syllabus.

Performance Standards. Completion of the following:

- (1) 'G' Awareness and FOD check maneuvers.
- (2) Section maneuvering at CL.
- (3) Lead will be switched halfway through route or on second lap on LAT course.

Prerequisites. LAT-322.

Crew. Pilot and ECMO 1.

4. Section/Division Leadership Training

a. Purpose. To provide formal training to qualify the EA-6B pilot as a Section/Division Leader.

b. General

(1) These sorties are intended to expose the EA-6B pilot to the section/division situations they will most likely experience. Squadrons will be responsible for outlining the build-up for this stage. The Section/Division Leader in the flight will evaluate the Section/Division Leader under training. The listed sorties are the minimums required of a pilot to be designated a section/division lead in the EA-6B.

(2) The pilot under training should complete a daytime and nighttime

tanker rendezvous as the lead pilot of two aircraft during section lead training and at least three aircraft during division lead training. Preferably, these events will incorporate both KC-130 and Strategic tanker assets prior to designation.

(3) Completion of Section/Division Leader Test. Squadrons will designate the prerequisites prior to flight in this stage.

(4) It is recommended that the section/division lead under training be LAT and DEFTAC qualified prior to the flight leadership work-up.

c. Ground/Academic Training. Squadrons will designate the specific ground and academic training.

d. Simulator Training. None.

e. Pilot Flight Training (7 Flights, 11.9 Hours)

FORM-324 1.7 E 2 EA-6Bs A

Goal. Evaluate the pilot's ability to successfully lead a section high altitude sortie, break-up and rendezvous practice and section approaches during daylight conditions.

Requirements. Evaluated pilot briefs the flight. Flight requirements IAW FORM-220. Section lead in the other airplane.

Performance Standards. IAW NATOPS, Instrument Flight Manual and Local SOP.

Crew. Pilot.

Prerequisites. FORM-220.

FORM-325 1.7 E 2 EA-6Bs A

Goal. Evaluate the pilot's ability to successfully lead a section low altitude sortie.

Requirements. Evaluated pilot briefs the flight. Flight requirements IAW FORM-222. Section lead in the other airplane.

Performance Standards. IAW NATOPS, TAC Manual and Local SOP.

Crew. Pilot.

Prerequisites. FORM-222.

FORM-326 1.7 E 2 EA-6B A N

Goal. Evaluate the pilot's ability to successfully lead a section night high altitude sortie, break-up and rendezvous practice and night section approaches.

Requirements. Evaluated pilot briefs the flight. Flight requirements IAW FORM-221. Section lead in the other airplane.

Performance Standards. IAW NATOPS and Instrument Flight Manual.

Crew. Pilot.

Prerequisites. FORM-221.

FORM-327 1.7 E 2 EA-6B A (N)

Goal. Evaluate the pilot's ability to successfully lead a section DAS or RSEAD mission.

Requirements. Evaluated pilot briefs the flight. Evaluated pilot functions as the section lead during a DAS or RSEAD mission (day or night). Section lead in the other airplane.

Performance Standards. IAW NATOPS and TAC Manual.

Crew. Pilot.

Ordinance and External Syllabus Support. Same as required for DAS or RSEAD mission.

FORM-328 1.7 E 3 EA-6Bs or 2EA-6Bs and 1 Dissimilar Aircraft A

Goal. Evaluate the pilot's ability to successfully lead a day division flight.

Requirements. Evaluated pilot briefs the flight. Division leader in at least 1 other airplane.

Performance Standards. IAW NATOPS and Local SOP. Including:

- (1) Division departure/join-up.
- (2) Minimum two break-up and rendezvous as the division lead.
- (3) Division Recovery

Crew. Pilot.

Prerequisites. Section leader designation.

FORM-329 1.7 E 3 EA-6Bs A N

Goal. Evaluate the pilot's ability to successfully lead a night division flight.

Requirements. Evaluated pilot briefs the flight. Division leader in at least 1 other airplane.

Performance Standards. Same as FORM-328.

Crew. Pilot.

Prerequisites. FORM-328.

FORM-330 1.7 E 3 EA-6Bs (N) or 2 EA-6Bs and 1 Dissimilar Aircraft A

Goal. Evaluate the pilot's ability to successfully lead a day or night division DAS/RSEAD flight.

Requirements. Evaluated pilot briefs the flight. Evaluated pilot

functions as the division lead during DAS or RSEAD mission. Division leader in at least one other airplane.

Performance Standards. IAW NATOPS and TAC Manual.

Crew. Pilot.

Prerequisites. FORM-329.

Ordinance. Same as ordnance requirements for DAS /RSEAD mission.

External Syllabus Support. Dissimilar aircraft (if needed).

5. Section Electronic Warfare Support.

a. Purpose. Introduce and practice section ES procedures and TERPES integration.

b. General. ES-340, 341 are designed to increase the signal recognition and identification proficiency in a dense electromagnetic environment. ES-340, 341 shall be flown against an EW range with real world signals. To the greatest extent possible, they shall include an S-2 intel scenario brief/debrief and TERPES brief/debrief.

c. Ground/Academic Training. The following squadron level lectures should be accomplished prior to flight in this stage:

- (1) ES General Tactics.
- (2) HARM as a sensor.

d. Flight Training (Pilot: 1 Flight, 1.7 Hours; ECMO: 2 Flights, 3.4 Hours)

ES-340 1.7 T,C,R 2 EA-6Bs A

Goal. Front seat section ES responsibilities.

Requirements. May be conducted in conjunction with other sorties.

Performance Standards. Complete the following:

- (1) Coordinate with TERPES and S-2/EWO on given scenario.
- (2) Pre-flight briefing by S-2 and TERPES.
- (3) Ensure navigation track optimizes OBS detection capabilities.
- (4) Develop a TUT mission.
- (5) Conduct a surveillance mission against an EW range, local ATC radars, or surface ship radars.
- (6) Utilize the HARM as a sensor.
- (7) Maintain appropriate logs for post mission reconciliation.
- (8) Complete TUT and TERPES post mission analysis.
- (9) Plan for and utilize the USQ-113 in the record mode.
- (10) Coordinate ES inter-plane communications.
- (11) Optimize section ES tracks.

Prerequisites. ES-242.

Crew. Pilot and ECMO 1.

ES-341 1.7 T,C,R 2 EA-6Bs A

Goal. Back seat section ES responsibilities.

Requirements. May be conducted in conjunction with other sorties.

Performance Standards. Complete the following:

- (1) Coordinate with TERPES and S-2/EWO on given scenario.
- (2) Pre-flight briefing by S-2 and TERPES.
- (3) Ensure navigation track optimizes OBS detection capabilities.
- (4) Develop a TUT mission.
- (5) Conduct a surveillance mission against an EW range, local ATC radars, or surface ship radars.
- (6) Utilize the HARM as a sensor.
- (7) Maintain appropriate logs for post mission reconciliation.
- (8) Complete TUT and TERPES post mission analysis.
- (9) Plan for and utilize the USQ-113 in the record mode.
- (10) Properly initialize the OBS.
- (11) Identify, localize and record SOI.
- (12) Coordinate ES inter-plane communications.
- (13) Optimize section ES tracks.

Crew. ECMO 2/3.

Ordinance. Captive AGM-88 Block III or IV.

6. Deep Air Support.

a. Pilot/ECMO Flight Training (Pilot: 1 Flight, 1.7 Hour; ECMO: 2 Flights, 3.4 Hours)

DAS-350 1.7 T,C,R 1 or 2 EA-6Bs A (N)

Goal. Plan and execute a night DAS strike. Introduce /practice coordination with strike communities, time-line adherence, HARM support, navigation, and crew responsibilities.

Requirements. This sortie shall be planned and briefed as a section. However, it may be executed as a single.

Performance Standards. Complete the following:

- (1) Develop TUT mission for a section of EA-6B.
- (2) Determine EA-6B jammer and track timing in accordance with the S-2 scenario.
- (3) Determine optimum load-out.
- (4) Meet timing requirement + 10 seconds.
- (5) TERPES brief of scenario parametrics.
- (6) Develop HARM plan.
- (7) Brief HVU escort plan.
- (8) USQ-113 integration and targeting.
- (9) Expendables gameplan.

Crew. Pilot/ECMO 1.

Ordinance. 30 Chaff and 30 Flares.

External Syllabus Support. A min. of 2 strike aircraft recommended.

DAS-351 1.7 T,C,R 1 or 2 EA-6Bs A (N)

Goal. Same as DAS-350.

Requirements. Done in conjunction with DAS-350. This sortie shall be planned and briefed as a section. However, it may be executed as a single.

Performance Standards. Complete the following:

- (1) Develop TUT mission based on intel. scenario.
- (2) Determine optimum support profile and navigation track.
- (3) Determine optimum load-out.
- (4) Meet timing requirement + 10 seconds.
- (5) TERPES brief of scenario parametrics.
- (6) Develop HARM and jammer gameplan.
- (7) USQ-113 integration and targeting.
- (8) Initialize OBS and TJS.
- (9) Make/adjust jammer assignments in accordance with jammer gameplan.
- (10) Maintain EA logs.
- (11) Execute hardware and software checks.
- (12) Coord. with S-2 and TERPES for post flight debrief.

Crew. ECMO 2/3.

Ordinance. Same as for DAS-350.

External Syllabus Support. Same as for DAS-350.

7. Reactive Suppression of Enemy Air Defenses (RSEAD).

a. Pilot/ECMO Simulator Training (2 Periods, 3.0 Hours)

SRSEAD-360 1.5 T,C,R 2F143 S

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Shall be flown integrated with SRSEAD-361.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TUT mission.
- (3) Practice ON AXIS and OFF AXIS procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 2 attacks against the threat SAM.
- (6) Conduct a minimum of 2 attacks against a target not co-located with threat SAM.
- (7) Practice MAWTS-1 FW/RW RSEAD cards for briefed threats.
- (8) Prepare communications flow and reporting procedures.
- (9) Practice degraded modes of operation.

Crew. Pilot and ECMO 1.

SRSEAD-361 1.5 T,C,R 15E22C S

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. May be flown integrated with SRSEAD-360.

Performance Standards. Same as SRSEAD-360. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Crew. ECMO 2/3.

b. Pilot/ECMO Flight Training (Pilot: 2 Flights, 3.4 Hours; ECMO: 4 Flights, 6.8 Hours)

RSEAD-362 1.7 T,C,R EA-6B A/S (N)

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. S-2 scenario providing friendly and enemy ground order of battle, SAMs/AAA, and Fire Support Coordination Measures is required.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TUT mission.
- (3) Practice ON AXIS and OFF AXIS procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 2 attacks against the threat SAM.
- (6) Conduct a minimum of 2 attacks against a target not co-located with threat SAM.
- (7) Practice MAWTS-1 FW/RW RSEAD cards for briefed threats.
- (8) Prepare communications flow and reporting procedures.

Prerequisite. SRSEAD-360.

Crew. Pilot and ECMO 1.

RSEAD-363 1.7 T,C,R EA-6B A/S (N)

Goal. Practice single-ship EWCAS techniques. Introduce HARM in support of OAS. These missions will utilize both threat is the target and threat is not the target profiles.

Requirements. Same as SRSEAD-361.

Performance Standards. Same as SRSEAD-361. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Prerequisite. SRSEAD-361

Crew. ECMO 2/3.

RSEAD-364 1.7 T,C,R 1 EA-6B A/S N

Goal. Introduce single-ship night EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles. HARM shall be integrated at the discretion of the mission commander.

Requirements. S-2 scenario providing friendly and enemy ground order of battle, SAMs/AAA, and Fire Support Coordination Measures as required.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TUT mission.
- (3) Practice ON AXIS and OFF AXIS procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 2 attacks against the threat SAM.
- (6) Conduct a minimum of 2 attacks against a target not co-located with threat SAM.
- (7) Prepare communications flow and reporting procedures.

Prerequisites.

Crew. Pilot and ECMO 1.

RSEAD-365 1.7 T,C,R 1 EA-6B A/S N

Goal. Introduce single-ship EWCAS techniques. These missions will utilize both threat is the target and threat is not the target profiles. HARM shall be integrated at the discretion of the mission commander.

Requirements. Same as RSEAD-364.

Performance Standards. Same as RSEAD-364. Additionally, complete the following:

- (1) Prepare chart/Geo display with all control points.
- (2) Prepare jammer gameplan.

Prerequisite.

Crew. ECMO 2/3.

8. Force Protection.

a. Purpose. Introduce EA-6B tactics and techniques in the force protection role.

b. General. These missions are intended to utilize the concepts of the FP-270/271 events in the flight environment.

c. Ground Training. None.

d. Pilot/ECMO Simulator Training. None.

e. Pilot/ECMO Flight Training (1 Flights, 1.7 Hours)

FP-370 1.7 T,C,R 2F143 S

Goal. Introduce/practice procedures for force protection.

Requirements. None.

Performance Standards. Complete the following:

- (1) Coordinate with supported unit.
- (2) Determine threat to supported unit.
- (3) Determine SOI for threat warning.
- (4) Determine criteria for flex to reactionary defense.
- (5) Determine and execute proper reporting procedures.
- (6) Prepare TUT mission.
- (7) Prepare expendables gameplan, to include chaff corridors (if available).
- (8) Prepare go/no go criteria.
- (9) Practice degraded modes of operation.
- (10) Prepare jammer and HARM gameplan.

Crew. Pilot ECMO 1/2/3.

External Support. External units as applicable for selected FP mission.

9. Flight Leadership Training - Mission Commander Program

a. Purpose. To provide formal training to qualify the EA-6B pilot/ECMO as a Mission Commander.

b. General

(1) Individual Marine Air Groups/Squadrons will be responsible for outlining the build-up for this stage. Typically, a mission commander will meet minimum total sortie requirements, have made at least one overseas deployment and been exposed to the DEFTAC and LAT programs.

(2) These sorties are intended to expose the EA-6B pilot/ECMO Mission Commander Under Training (MCUT) to the coordinated mission sorties they will most likely experience. The mission commander sorties are broken down into three types:

(a) Exposure. The intent is to expose the MCUT to the proper employment of the EA-6B in various mission areas. Exposure for the bulk of the required missions will occur in the Combat Ready syllabus.

(b) Plan and Brief Flights. The MCUT, under the supervision of a designated mission commander, will participate in the detailed mission planning and execution of the specified missions. It is imperative that the actual mission commander stay actively involved and assist the MCUT in the mission planning process during Plan and Brief missions. If actual sorties are not available due to operational commitments, Plan and Brief sortie requirements can be met utilizing a Marine Aviation Planning Exercise (MAPEX). If a MAPEX is utilized, it must be logged as such on the applicable write-up.

(c) Performance. The MCUT will take complete responsibility as mission commander for the specific mission. The MCUT will be responsible for ensuring optimum integration and tactical employment of the EA-6B. As such, it is imperative that Performance flight evaluations include external support sorties to insure that the prospective mission commander is capable of coordinating with other communities/services/countries.

(3) This syllabus constitutes the minimum required sorties prior to mission commander designation. Squadron commanders can increase the syllabus requirements as they see fit. The relevant question which must be answered of an EA-6B mission commander is: Can the individual plan, brief, execute and debrief an effective electronic warfare mission and represent the community to external agencies?

(4) Sortie lengths are not designated because MCUT flights will be flown in conjunction with Squadron core training sorties. The ATRIMS codes will serve as tracking tools for an MCUT's performance to date. CRP values assigned will numerically raise the readiness of the individual and the Squadron as a whole. In essence, a mission commander will add more combat readiness value to a deploying unit than a Cat I aircrew who has only been exposed to missions.

c. Ground/Academic Training.

(1) MCUTs will be required to Demonstrate Knowledge of applicable EW topics to Squadron mission commanders. Optimally, these topics will be presented on a regular basis to the entire Squadron to educate all aircrew and to evaluate the MCUT's ability to speak in an open forum. These should include, but are not limited to:

(a) The six functions of Marine Aviation

- (b) Relevant technical publications (MCM 3-1, Tac Manual, OTG)
- (c) Adversary IADS, Weapon Systems, Tactics
- (d) MACCS system
- (e) TUT, TERPES
- (f) Applicable aircraft systems (USQ-113, ALE-43, ALE-39, CTT/MATT)

(2) Completion of the Mission Commander Test and evaluation by the Squadron mission commander board if directed by Squadron order.

d. Simulator Training. None.

e. Pilot/ECMO Flight Training (13 Flights, 0.0 Hours)

MCUT-331 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively Plan and Brief a HARM mission.

Requirements. Evaluated aircrew plans and briefs the mission specifics of a HARM sortie. Mission commander in the aircraft.

Performance Standards. Plan and Brief complete flight requirements IAW HARM-233/234.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. HARM-233/234.

External Support. Same as required for HARM-233/234.

MCUT-332 0.0 E 1 EA-6B A (N)

Goal. Evaluate aircrew's ability to effectively perform as a mission commander for a HARM mission.

Requirements. Flight requirements IAW HARM-233/234. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew effectively performs as a mission commander for a HARM sortie.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. MCUT-331.

External Support. Same as required for HARM-233/234.

MCUT-342 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively Plan and Brief an Electronic Warfare Support mission.

Requirements. Flight requirements IAW ES-242/243. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew plans and briefs the mission specifics of an Electronic Warfare Support mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. ES-242/243.

External Support. Same as required for ES-242/243.

MCUT-343 0.0 E 1 EA-6B A (N)

Goal. Evaluate aircrew's ability to effectively perform as a mission commander for an Electronic Warfare Support mission.

Requirements. Flight requirements IAW ES-242/243. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew effectively performs as a mission commander for an Electronic Warfare Support mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. MCUT-342.

External Support. Same as required for ES-242/243.

MCUT-352 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively Plan and Brief a Deep Air Support mission.

Requirements. Flight requirements IAW DAS-253/254. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew plans and briefs the mission specifics of a Deep Air Support mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. DAS-253/254.

External Support. Same as required for DAS-253/254.

MCUT-353 0.0 E 1 EA-6B A (N)

Goal. Evaluate aircrew's ability to effectively perform as a mission commander for a Deep Air Support mission.

Requirements. Flight requirements IAW DAS-253/254. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew effectively performs as a mission commander for a Deep Air Support mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. MCUT-352.

External Support. Same as required for DAS-253/254.

MCUT-366 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively Plan and Brief a Reactive SEAD mission.

Requirements. Flight requirements IAW RSEAD-262/263.
Mission commander in the aircraft.

Performance Standards. Evaluated aircrew plans and briefs the mission specifics of a Reactive SEAD mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. RSEAD-262/263.

External Support. Same as required for RSEAD-262/263.

MCUT-367 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively Plan and Brief a Reactive SEAD with HARM mission.

Requirements. Flight requirements IAW RSEAD-364/365.
Mission commander in the aircraft.

Performance Standards. Evaluated aircrew plans and briefs the mission specifics of a Reactive SEAD with HARM mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. RSEAD-364/365.

External Support. Same as required for RSEAD-364/365.

MCUT-368 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to act as a mission commander for a Reactive SEAD mission.

Requirements. Flight requirements IAW RSEAD-262/263.
Mission commander in the aircraft.

Performance Standards. Evaluated aircrew effectively performs as a mission commander for a Reactive SEAD mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. MCUT-366.

External Support. Same as required for RSEAD-262/263.

MCUT-369 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to act as a mission commander for a Reactive SEAD with HARM mission.

Requirements. Flight requirements IAW RSEAD-364/365.
Mission commander in the aircraft.

Performance Standards. Evaluated aircrew effectively performs as a mission commander for a Reactive SEAD with HARM mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. MCUT-367.

External Support. Same as required for RSEAD-364/365.

MCUT-372 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively Plan and Brief a Fleet EP mission.

Requirements. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew plans and briefs a Fleet EP sortie. Flight requirements IAW FEP-272.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. FEP-272.

External Support. Same as required for FEP-272.

MCUT-373 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively perform as the mission commander on a Force Protection mission.

Requirements. Flight requirements IAW FEP-272. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew plans and briefs a Force Protection sortie.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. FP-370.

External Support. Same as required for FEP-272.

MCUT-380 0.0 E 1 EA-6B A (N)

Goal. Evaluate the aircrew's ability to effectively Plan and Brief a War-at-Sea mission.

Requirements. Mission commander in the aircraft.

Performance Standards. Evaluated aircrew takes plans and briefs a War-at-Sea mission.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. None.

External Support. Naval Surface Unit.

244. FULL-COMBAT QUALIFICATION TRAINING: PILOT AND ECMO

1. Low Altitude Aerial Refueling.

a. Purpose. Introduce/practice the techniques/procedures required for low altitude aerial refueling.

b. General. The primary type of aircraft utilized for aerial refueling is the KC-130.

c. Ground Training. Aircrew shall receive all applicable aerial refueling lectures prior to flight in this stage.

d. Pilot/ECMO Flight Training (1 Periods, 1.0 Hour)

AR-400 1.0 T,C,R 1 EA-6B A

Goal. Introduce/practice the techniques/procedures required for low altitude aerial refueling.

Requirements. Same as for AR-206, with the addition:

- (1) T&R Vol. I altitude restrictions.
- (2) Below 5000 ft AGL.

Performance Standards. Same as AR-206.

Crew. Pilot.

Prerequisites. AR-206 for initial currency.

External Syllabus Support. 1 KC-130 or other suitable refueler.

2. Advanced Defensive Tactics.

a. Purpose. Introduce advanced DEFTAC, escort tactics, and escort coordination.

b. General. The intent of this sortie is to reinforce aircrew situational awareness in BVR/WVR DEFTAC, particularly during large force exercises.

c. Pilot/ECMO Flight Training (1 Periods, 1.5 Hours)

DEFTAC-410 1.5 T,C,R E 1 or 2 EA-6Bs with Escort(s) vs at least 1 Adversary A

Goal. Introduce escort coordination. Practice Slide/Scram determination, defensive tactics, and BVR/WVR maneuvering.

Requirements. GCI/AEW required if available. If no radar control available, an air-intercept radar equipped bogey flown by an ACM Flight lead may be substituted. Utilize Broadcast and Tactical Control to build intercept timeline situational awareness.

Performance Standards.

- (1) Coordinate with GCI/AEW assets.
- (2) Coordinate with HVAA CAP.
- (3) Coordinate escort and, if applicable, wingman communications and signals.

- (4) Determine Slide/Scram criteria.
- (5) Determine reset criteria.

Crew. Pilot and ECMO 1/2/3 of each aircraft.

Ordinance. Appropriate mix of expendables and at least two pods. TACTS pods are required, if available.

Prerequisites. DEFTAC-313; For EA-6B section DEFTAC, a designated DEFTAC Section Leader or a DEFTACI pilot.

External Support Requirements. GCI/AEW, at least 1 escort, and at least 1 adversary.

3. Advanced Low Altitude Tactics.

a. Purpose. Introduce advanced maneuvering and dive recovery transitions.

b. General

(1) The intent of these sorties is to develop aircrew skills and confidence in evasive maneuvering. Maneuvering will not take place below 2,000 ft AGL. Only LATIs will act as instructors on these sorties. All flights will be conducted in an appropriate training area. For training enhancement, it is recommended that LAT-420 be conducted on a suitable EW range with feedback capabilities. The use of "smokey SAMs," and TACTS pods are desired.

(2) Front-seat aircrew for these flights will be qualified and current LAT prior to flight in this stage.

c. Ground Training. The MAWTS-1 Advanced Maneuvering lecture will be accomplished prior to commencing the flight stage.

d. Pilot/ECMO Flight Training (1 Periods, 1.5 Hour)

LAT-420	1.5	T,C,R	1 EA-6B A
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"This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. Introduce/practice advanced defensive maneuvering and dive recovery rules.

Requirements. No lower than 2,000 ft AGL. The instructor will brief the event. The aircrew under instruction will demonstrate a knowledge of all maneuvers.

Performance Standards. Complete the following:

- (1) Hard turns.
- (2) Transitions from 20,000 and 18,000 ft MSL to no lower than 2,000 ft AGL utilizing the 50% rule.
- (3) At 20,000 ft MSL and less than corner airspeed (300 KIAS) SAM evasive maneuvering.
- (4) Multiple vertical jinks (VJ), straight ahead oblique jinks (SOJ), turning oblique jinks (TOJ), and reverse oblique jinks

- (ROJ) using the 10 degree rule.
- (5) Level "S", 3D Maneuver, SAM Break, and Gun Jink in response to a simulated ground threat.
- (6) Employ chaff and flares in conjunction with the maneuvers.

Crew. Pilot and ECMO 1.

Prerequisites. SLAT-320.

Ordnance. Chaff/flare mix.

4. Live HARM Shoot.

a. Purpose. To expose aircrews to the requirements and planning for successful firing of a live HARM.

b. General. The EA-6B is the recommended HARM shooter in a dense electromagnetic environment. The detailed TUT mission planning required and HARM shot tailoring is essential to ensure proper deconfliction and coordination in the OAS environment.

SWD-430 1.7 T,C,R 1 EA-6B A

Goal. Successful firing of live HARM.

Requirements. Appropriately cleared range space and threat emitter is required.

Performance Standards. Complete the following:

- (1) Plan/employ HARM in the RK mode if possible.
- (2) Construct "tailored" DAs (do not employ HARM utilizing standard HARM DAs).
- (3) Compare/contrast the use of different Blocks of missiles.
- (4) Utilize ABL.
- (5) Utilize H-Code and OpCreate as appropriate.
- (6) Conduct electronic BDA.

Prerequisites. Current in all SWD sorties.

Crew. Pilot and ECMO 1/2/3.

Ordnance. AGM-88 B/C1.

External Syllabus Support. Range clearing asset (P-3, AWACS, etc.), target emitter, and target placement equipment.

5. Electronic Warfare Support - National Assets Integration.

a. Purpose. To review the capabilities that National Assets can provide to the EA-6B during pre-mission planning and execution.

b. General. These missions will attempt to integrate the EA-6B with National Assets such as; Rivet Joint, Compass Call, Reef Point, and various ELINT broadcasts, in order to increase the effectiveness of the EA-6B's ES and EA efforts. MATT/CTT will be used to the maximum extent possible.

c. Ground Training. None

d. Pilot/ECMO Flight Training (Pilot/ECMO: 1 Flights 1.7 Hours)

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ES-440 1.7 T,C,R 1 EA-6B A

Goal. To introduce/practice the requirements necessary to integrate with National Assets during pre-mission planning and execution.

Requirements. Every attempt shall be made to receive capabilities briefs of the assets involved in the mission.

Performance Standards. Complete the following:

- (1) Develop TUT mission.
- (2) Develop communications plan and reporting procedures.
- (3) Correlate OBS signals with National sources in order to provide more accurate indications and warning to other tactical assets.
- (4) Correlate OBS signals to increase EA.
- (5) Utilize TERPES data-link if available.
- (6) Verify ELINT broadcast airborne if capable.
- (7) Properly initialize MATT/CTT.

Prerequisites. ES-242, 243.

Crew. Pilot and ECMO 1/2/3.

External Syllabus Support. National Asset.

6. Deep Air Support.

a. Purpose. Introduce the aircrew to tactical employment of an EA-6B division (3 aircraft minimum) in the DAS environment.

b. General. Scenarios should attempt to integrate external assets to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief.

c. Ground Training. None

d. Pilot/ECMO Flight Training (Pilot/ECMO: 2 Flights 3.4 Hours)

DAS-450 1.7 T,C,R 1 or 2 EA-6B(s) A

Goal. Introduce/practice the aircrew requirements for jamming in support of a DAS strike scenario.

Requirements. Same as DAS-253,254. Division considerations.

Performance Standards. Complete the following:

- (1) Develop TUT mission for a section of EA-6B.
- (2) Determine EA-6B jammer and track timing in accordance with the S-2 scenario.
- (3) Determine optimum load-out.
- (4) Meet timing requirement + 10 seconds.
- (5) TERPES brief of scenario parametrics.
- (6) Develop HARM plan.
- (7) Brief HVU escort plan.
- (8) USQ-113 integration and targeting.
- (9) Expendables gameplan.

Prerequisites. DAS-253, 254.

Crew. Pilot and ECMO 1,2,3.

DAS-451 1.7 T,C,R 1 or 2 EA-6B(s) A

Goal. Introduce/practice the aircrew requirements for bulk chaff operations. Sortie may be accomplished in conjunction with DAS, FEP, WASEX or RSEAD.

Requirements. Same as DAS-253, 254.

Performance Standards. Same as DAS-253, 254. With the addition of the following:

- (1) Prepare TUT mission.
- (2) Prepare jammer gameplan, to optimize chaff corridor.

Prerequisites. MAWTS-1 Bulk chaff lecture recommended.

Crew. Pilot and ECMO 1,2,3.

7. Reactive Suppression of Enemy Air Defenses (RSEAD).

a. Purpose. Practice the tactical employment of the EA-6B in the OAS environment. The intent of the RSEAD-460 is to integrate strike aircraft for the destruction of mobile SAMs.

b. General. Scenarios should attempt to integrate external assets to the maximum extent possible. Sorties should include an S-2 intel brief/debrief/scenario and a TERPES brief/debrief.

c. Ground Training.

- (1) MAWTS-1 RSEAD lecture.
- (2) Fire Support Coordination Measures.
- (3) DASC/FSCC.

d. Pilot/ECMO Flight Training (1 Period, 1.7 Hours)

RSEAD-460 1.7 T,C,R 1 or 2 EA-6B(s) A

Goal. These sorties will utilize actual or simulated Fixed-wing and Rotary-wing strikers targeting SAM's short of and beyond the FSCL. Aircrew will practice the RSEAD manager mission.

Requirements. S-2 scenario providing friendly and enemy ground order of battle, SAMs/AAA, and Fire Support Coordination Measures is required.

Performance Standards. Complete the following:

- (1) Plot all appropriate fire support coordination measures and control points.
- (2) Develop appropriate TUT mission.
- (3) Practice ON AXIS, OFF AXIS, and RSEAD procedures.
- (4) Conduct runs using both time hacks and real world TOT.
- (5) Conduct a minimum of 1 fixed-wing RSEAD mission.
- (6) Conduct a minimum of 1 rotary-wing RSEAD mission.

(7) Prepare communications flow and reporting procedures.

(8) Utilize MAWTS-1 Fixed-wing and HELO RSEAD cards.

Prerequisites. RSEAD-262,263.

Crew. Pilot and ECMO 1/2/3.

Ordinance. BLK III,IV CATM.

8. War At Sea (WASEX)

a. Purpose. To expose aircrews to the requirements and planning associated with a War at Sea exercise.

b. General. The EA-6B should focus on WASEX in the littoral environment, and supporting the MEU. Mission planning should focus on the specifics of shipborne radars and REC.

c. ECMO Simulator Training (1 Period, 2.0 Hours)

SWASEX-480 2.0 T,C,R 1 EA-6B S/A

Goal. Introduce WASEX tactics in the littoral.

Requirements. Event may be flown in the aircraft if simulator is unavailable or if it promotes training efficiency.

Performance Standards. Completion of the following:

- (1) Develop a TUT mission.
- (2) Develop HARM and jammer game-plan.
- (3) Employment of EA-6B iso amphibious operations.
- (4) S-2 scenario required.
- (5) S-2 and TERPES brief and debrief required.
- (6) Recommend at least two strikers.
- (7) Practice degraded operations.

Prerequisites. None.

Crew. ECMO 2/3.

d. Pilot/ECMO Flight Training (1 Period, 1.7 Hours)

WASEX-481 1.7 T,C,R EA-6B A (N)

Goal. Introduce WASEX tactics in the littoral.

Requirements. None.

Performance Standards. Same as SWASEX-480, in addition:

- (1) Optimum NAV track.
- (2) USQ operations.
- (3) Expendables gameplan.

Prerequisites. None.

Crew. Pilot and ECMO 1.

Ordinance. 60 rounds chaff and CATM-88 Block III or IV.

9. Expeditionary Airfield (EAF) Operations

a. Purpose. To prepare aircrews for operation from a short, tactical, expeditionary airfield (EAF).

b. General. EAF qualification may be conducted as required when operational requirements dictate. Appropriate facility requirements include FCLP capability and short-field arresting gear. The pilot /ECMO 1 are considered EAF qualified upon the completion of one day and one night arrested landing.

c. Ground Training. The EAF lecture must be given prior to flight in this stage.

d. Pilot and ECMO Simulator Training (1 Period, 1.5 Hours)

SEAF-490 1.5 T,C,R 2F143 S

Goal. Introduce the procedures and techniques required for EAF and FCLP operations.

Requirements. None.

Performance Standards. Complete the following:

- (1) Proper entry and departure procedures at the EAF.
- (2) Two Mode 2 approaches, 2 "Bullseye" approaches, and 2 GCAs.
- (3) Two night and two day arrested landings.
- (4) Deal with various landing emergencies associated with EAF operations.

Crew. Pilot/ECMO 1.

e. Pilot/ECMO Flight Training (2 Flights, 2.0 hours)

EAF-491 1.0 T,C,R E 1 EA-6B A

Goal. Obtain day EAF qualification.

Requirements. Field qualified LSO.

Performance Standards. Complete the following:

- (1) 1 arrested landing.
- (2) Proper entry and departure procedures from the EAF.

Crew. Pilot and ECMO 1.

Prerequisites. SEAF-490.

EAF-492 1.0 T,C,R E 1 EA-6B A N

Goal. Obtain night EAF qualification.

Requirements. Field qualified LSO.

Performance Standards. Same as EAF-410 except flown at night.

Crew. Pilot and ECMO 1.

Prerequisites. EAF-491.

10. Field Carrier Landing Practice (FCLP)/Carrier Qualification (CQ)

a. Purpose. To prepare the aircrew for operation from an aircraft carrier.

b. General

(1) FCLP will be conducted IAW current NATOPS and other applicable guidelines and under the control of a qualified LSO. Totals of graded passes may vary and the LSO is responsible for ensuring that the proficiency demonstrated by each pilot is sufficient for successful carrier qualification. The LSO will monitor the pilot's tendencies for all simulator events. Upon completion of the appropriate work-up period the LSO will provide written certification for all pilots. There is no requirement for certification/evaluation of ECMO's, but they will receive CRP credit for front-seat CQ sorties.

(2) All CQ aircrew will complete SCQ-495 prior to commencing CQ.

c. Ground Training. As directed by the LSO.

d. Pilot and ECMO Flight Training (2 Flights, 2.0 Hours)

FCLP-493 1.0 T,C,R E 1 EA-6B A

Goal. Practice day FCLP's.

Requirements. Field qualified EA-6B LSO. May be conducted as a single sortie or at the completion of another sortie. Performance Standards. Six graded passes under the control of a qualified LSO.

Crew. Pilot and ECMO 1.

External Syllabus Support. A field qualified LSO if the squadron does not possess one.

FCLP-494 1.0 T,C,R E 1 EA-6B A N

Goal. Practice night FCLP's.

Requirements. Same as FCLP-493 except at night.

Performance Standards. Same as FCLP-493 except at night.

Crew. Pilot and ECMO 1.

Prerequisites. At least 1 day FCLP period.

External Syllabus Support. A field qualified LSO if the squadron does not possess one.

e. Pilot/ECMO Simulator Training (1 Periods, 1.5 Hours)

SCQ-495 1.5 T,C,R 2F143 S

Goal. Introduce CV check-in, marshal, recovery, and departure procedures. Introduce communications and crew coordination requirements for successful carrier operations. Introduce CV emergencies.

Requirements. Instructor at the console.

Performance Standards. Complete the following:

- (1) 2 touch-and-go landings, 4 traps, and at least 4 cat shots.
- (2) Multiple Case I and II approaches.
- (3) Appropriate arrival and departure communications and procedures.
- (4) Deal with selected CV emergencies.

Crew. Pilot/ECMO 1.

f. Pilot and ECMO Flight Training (2 Flights, 3.5 Hours)

CQ-496 1.5 T,C,R E 1 EA-6B A

Goal. Day qualify for carrier operations.

Requirements. Under the control of a CV qualified EA-6B LSO.

Performance Standards. Complete required number of touch-and-go's and arrested landings per CV NATOPS.

Crew. Pilot and ECMO 1.

Prerequisites. LSO work-up certification.

External Syllabus Support. CV qualified EA-6B LSO if the squadron does not possess one.

CQ-497 2.0 T,C,R E 1 EA-6B A N

Goal. Night qualify for carrier operations.

Requirements. Under the control of a CV qualified EA-6B LSO.

Performance Standards. Complete required number of touch-and-go's and arrested landings per CV NATOPS.

Crew. Pilot and ECMO 1.

Prerequisites. LSO work-up certification.

External Syllabus Support. CV qualified EA-6B LSO if the squadron does not possess one.

250. INSTRUCTOR QUALIFICATION FLIGHTS/EVENTS

1. Defensive Tactics Instructor

a. Purpose. To prepare selected aircrew for certification as a Defensive Tactics Instructor (DEFTACI), capable of instructing EA-6B Defensive Tactics in flight and on the ground.

b. General

(1) The EA-6B DEFTAC and DEFTACI syllabi are developed by MAWTS-1 and are outlined in the MAWTS-1 Course Catalog.

(2) All DEFTAC IUT's must be DEFTAC qualified and proficient in all DEFTAC sorties and have successfully completed the MAWTS-1 DEFTACI test prior to certification. DEFTAC IUT pilots must be designated DEFTAC section leads.

(3) The squadron WTI's (MOS 7577) and DEFTACIs will conduct a build-up to ensure that the Instructor Under Training (IUT) is prepared for certification by MAWTS-1. DEFTACI build-up will include, at a minimum, FAM-510 through DEFTAC-516. The IUT will brief, conduct, and debrief each event with a current DEFTACI or MAWTS-1 Instructor. Each build-up sortie should be flown in order and will be flown as a single event.

(4) All DEFTACI's will be certified by MAWTS-1. DEFTAC-512 and DEFTAC-516 are the certification flights and will be conducted IAW the MAWTS-1 Course Catalog. Upon certification by MAWTS-1, the DEFTACI designation will be made by the squadron commanding officer.

(5) The DEFTACI is subject to the same proficiency requirements as the DEFTAC qualified aircrew. If the DEFTACI loses currency, he may regain the ability to conduct in-flight instruction for all sorties by flying FAM-211 and DEFTAC-312. The DEFTACI qualification remains valid as long as the DEFTACI is DIFOP to the VMAQ/MAG/Wing/MAWTS-1 and meets his OPNAV flight hour minimums in the EA-6B.

(6) All flights in this stage will be flown IAW the ACM requirements delineated in T&R Manual, Volume 1.

c. Ground/Academic Training. The squadron DEFTACIs are responsible for ensuring that the IUT receives sufficient ground training before commencing the IUT syllabus. The DEFTAC IUT will be required to present one DEFTAC series lecture to the MAWTS-1 Instructor.

d. Simulator Training (1 Period, 1.5 hours)

e. DEFTAC IUT Flight Training (6 Flights, 9.0 Hours)

FAM-510 1.5 E 1 EA-6B A

Goal. Develop the DEFTAC IUT's ability to instruct/evaluate FAM-211.

Requirements. Flight requirements are set forth in the MAWTS-1 Course Catalog and FAM-211.

Performance Standards. The IUT will demonstrate to a DEFTACI, the ability to brief, debrief, instruct, and safely conduct FAM-211.

Crew. DEFTACI and IUT.

Prerequisites. Successful completion of the DEFTACI Test, DEFTAC-313.

DEFTAC-511 1.5 E 1 EA-6B vs 1 Dissimilar adversary A

Goal. Develop the DEFTAC IUT's ability to instruct/evaluate DEFTAC-310 (1v1 WVR).

Requirements. Flight requirements set forth in the MAWTS-1 Course Catalog and DEFTAC-310.

Performance Standards. The IUT will demonstrate to a proficient DEFTACI, the ability to brief, debrief, instruct, and safely conduct DEFTAC-310.

Crew. DEFTACI and IUT.

Prerequisites. FAM-510.

Ordinance. Same as DEFTAC-310.

External Syllabus Support. Same as DEFTAC-310.

DEFTAC-512 1.5 E 1 EA-6B A vs 1 Dissimilar Adversary A

Goal. 1 v 1 WVR Certification.

Requirements. Flight requirements set forth in the MAWTS-1 Course Catalog and DEFTAC-310.

Performance Standards. The IUT will demonstrate to a MAWTS-1 EA-6B instructor, the ability to brief, debrief, instruct, and safely conduct DEFTAC-310.

Crew. MAWTS-1 instructor and IUT.

Prerequisites. DEFTAC-511.

Ordinance. Same as DEFTAC-310.

External Syllabus Support. Same as DEFTAC-310.

SDEFTAC-513 1.5 E 1 EA-6B S

Goal. Develop the DEFTAC IUT's ability to instruct/evaluate SDEFTAC-311.

Requirements. Flight requirements set forth in the MAWTS-1 Course Catalog and SDEFTAC-311.

Performance Standards. The IUT will demonstrate to a squadron DEFTACI, the ability to brief, debrief, instruct, and conduct an SDEFTAC-311.

Crew. DEFTACI and IUT.

Prerequisites. DEFTAC-512.

Ordinance. Same as SDEFTAC-311.

DEFTAC-514 1.5 E 1 EA-6B vs 1 Dissimilar Adversary A

Goal. Develop the IUT's ability to instruct the DEFTAC-312 sortie.

Requirements. MAWTS-1 EA-6B Instructor. Flight requirements are set forth in the MAWTS-1 Course Catalog and DEFTAC-312.

Performance Standards. The IUT will demonstrate to a squadron DEFTACI the ability to brief, debrief, instruct, and safely conduct DEFTAC-312.

Crew. IUT and DEFTACI.

Prerequisites. DEFTAC-513.

Ordinance. Same as DEFTAC-312.

External Syllabus Support. Same as DEFTAC-312.

DEFTAC-515 1.5 E 2 EA-6B vs 1 Dissimilar Adversary A

Goal. Develop the IUT's ability to instruct the DEFTAC-313 sortie.

Requirements. MAWTS-1 EA-6B Instructor. Flight requirements are set forth in the MAWTS-1 Course Catalog and DEFTAC-313.

Performance Standards. The IUT will demonstrate to a squadron DEFTACI the ability to brief, debrief, instruct, and safely conduct DEFTAC-313.

Crew. IUT and DEFTACI.

Prerequisites. DEFTAC-313 for ECMOs, DEFTAC-314 for pilots and DEFTAC-514.

Ordinance. Same as DEFTAC-313.

External Syllabus Support. Same as DEFTAC-313.

DEFTAC-516 1.5 E 2 EA-6B vs 1 Dissimilar Adversary A

Goal. MAWTS-1 DEFTACI Certification.

Requirements. MAWTS-1 EA-6B Instructor. Flight requirements are set forth in the MAWTS-1 Course Catalog and DEFTAC-313.

Performance Standards. The IUT will demonstrate to a MAWTS-1 EA-6B instructor the ability to brief, debrief, instruct, and safely conduct DEFTAC-313.

Crew. IUT, MAWTS-1 Instructor, and DEFTACI if required.

Prerequisites. DEFTAC-515.

Ordinance. Same as DEFTAC-313.

External Syllabus Support. Same as DEFTAC-313.

2. Low Altitude Tactics Instructor (LATI)

a. Purpose. To prepare and certify selected aircrew as Low Altitude Tactics Instructors (LATI's) capable of instructing low altitude tactics in-flight and on the ground.

b. General

(1) The LAT and LATI programs are developed by MAWTS-1 and administered by MAWTS-1 or the squadron WTI. Certification requirements are outlined in the MAWTS-1 Course Catalog.

(2) Aircrew will be LAT qualified, proficient in all LAT sorties, current in the LAT series lectures, and have successfully completed the LATI Test prior to commencing the LAT IUT syllabus.

(3) The squadron WTI's will conduct a build-up program to ensure that the Instructor Under Training (IUT) is prepared for certification. The LATI build-up will include, at a minimum, SLAT-520, and LAT-521 through LAT-522. The IUT will brief, conduct, and debrief each event with a current LATI, WTI, or MAWTS-1 Instructor flying in the front-seat of his aircraft. Each build-up sortie should be flown in order. Two training events CANNOT be completed on one event.

(4) LATI's will be certified by a squadron WTI or MAWTS-1 Instructor. LAT-524 is the certification flight and will be conducted IAW the MAWTS-1 Course Catalog and T&R Manual, Volume 1. Upon certification, the LATI designation will be made by the squadron commanding officer.

(5) LATI's are subject to the same currency requirements as the LAT qualified aircrew and all flights in this stage will be flown IAW the LAT requirements outlined in T&R Volume 1.

c. Ground/Academic Training. The squadron WTI's will be responsible for establishing the LATI ground/academic training build-up. The LAT IUT will be required to present one LAT series lecture to the squadron WTI(s) or LAT I(s).

d. LAT IUT Simulator Training (1 Periods, 1.5 Hours)

SLAT-520 1.5 E 2F143 S

Goal. Develop the IUT's ability to instruct/evaluate LAT in the simulator (SLAT-320).

Requirements. LATI in the trainer with the IUT. Flight requirements are set forth in the MAWTS-1 Course Catalog and SLAT-320.

Performance Standards. The LATI will demonstrate to a LATI/WTI the ability to brief, debrief, instruct, and safely conduct SLAT-320.

Crew. LAT IUT and LATI.

Prerequisites. Successful completion of the LATI Test.

e. LAT IUT Flight Training (4 Flights, 6.8 Hours)

LAT-521 1.7 E 1 EA-6B A

This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. Develop the IUT's ability to instruct/evaluate single ship LAT (LAT-321).

Requirements. Flight requirements are set forth in the MAWTS-1 Course Catalog and LAT-321.

Performance Standards. The IUT will demonstrate to a LATI/WTI the ability to brief, debrief, instruct, and safely conduct LAT-321.

Crew. LAT IUT and LATI.

Prerequisites. SLAT-520.

LAT-522 1.7 E 2 EA-6Bs A

"This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. Develop the IUT's ability to instruct and evaluate LAT-322.

Requirements. Flight requirements are set forth in the MAWTS-1 Course Catalog and LAT-322.

Performance Standards. The IUT will demonstrate to a LATI/WTI the ability to brief, debrief, instruct, and safely conduct LAT-322.

Crew. LAT IUT and LATI.

Prerequisites. LAT-521.

LAT-523 1.7 E 2 EA-6Bs A

"This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. Develop the IUT's ability to instruct/evaluate LAT-323.

Requirements. Flight requirements are set forth in the MAWTS-1 Course Catalog and LAT-323.

Performance Standards. The IUT will demonstrate to a LATI/WTI the ability to brief, debrief, instruct, and safely conduct LAT-323.

Crew. LAT IUT and LATI.

Prerequisites. LAT-522.

LAT-524 1.7 E 2 EA-6Bs A

"This event is classified as LAT and its execution below 1,000 ft is administratively restricted by DC/S Aviation. Each individual occurrence of this training event below 1,000 ft must receive advanced written consent from DC/S Aviation (Code: APP) prior to execution. Execution of this event with a 1,000 ft "hard deck" shall satisfy the requirements for completion and CRP/core-skills credit."

Goal. Certify the LAT IUT as a LATI. Develop the IUT's ability to instruct/evaluate LAT-420.

Requirements. Flight requirements are set forth in the MAWTS-1 Course Catalog and LAT-420.

Performance Standards. The IUT will demonstrate to a LATI/WTI the ability to brief, debrief, instruct, and safely conduct LAT-420.

Crew. LAT IUT and LATI.

Prerequisites. LAT-523.

251. SPECIAL PURPOSE TRACKING SORTIES

1. Check Flights

a. Purpose. Evaluate the aircrew's knowledge of NATOPS, the back-seat system, and instrument flight procedures. Evaluate the aircrew's knowledge of aircraft systems and adherence to post-maintenance procedures required for designation as a Functional Check Flight (FCF) pilot or ECMO. These flights/events are incorporated to facilitate tracking by ATRIMS.

b. General

(1) All checks will be IAW all applicable directives. NATOPS front seat and back-seat, Instrument, and FCF checks may be accomplished in the trainer or the airplane. ECMO's will complete instrument and front-seat NATOPS checks in the front-seat only. For pilots, the NATOPS Instructor will occupy the right front-seat. SCK-603 will be used to track Post Maintenance Evaluator training as well as daily PMCF's.

(2) The open-book NATOPS, closed-book NATOPS, and NATOPS simulator should be accomplished prior to the NATOPS flight. Instrument Ground School will be completed prior to the instrument check. The PME Test must be completed prior to the PMCF check.

(3) Squadrons, under the cognizance of the Marine Air Group, shall develop minimum requirements to designate Squadron NATOPS and Instrument Instructors/assistant instructors. The check sorties will also be utilized as part of the qualification phase for this training.

c. Ground/Academic Training. As per 250.4b. (2).

d. Pilot/ECMO Simulator Training (3 Periods, 4.5 Hours)

- SCHK-600 1.5 E 2F143/1 EA-6B S/A
- Goal. Evaluate the aircrew's knowledge of the front-seat system. NATOPS qualification. This sortie will also be used to qualify Squadron front-seat NATOPS instructors/assistant instructors.
- Requirements. Set forth in applicable directives.
- Performance Standards. IAW NATOPS.
- Crew. Evaluated crewmember and NATOPS Instructor or NATOPS evaluator if applicable.
- SCHK-601 1.5 E 15E22C/1 EA-6B S/A
- Goal. Evaluate the aircrew's knowledge of the back-seat system. Back-seat NATOPS qualification. This sortie will also be used to qualify Squadron back-seat NATOPS instructors/assistant instructors.
- Requirements. Set forth in applicable directives.
- Performance Standards. IAW NATOPS.
- Crew. Evaluated crewmember and back-seat NATOPS Instructor or NATOPS evaluator if applicable.
- SCHK-602 1.5 E 2F143/1 EA-6B S/A
- Goal. Evaluate the aircrew's knowledge of and adherence to standard instrument procedures. Instrument qualification. This sortie will also be used to qualify Squadron Instrument instructors/assistant instructors.
- Requirements. Set forth in applicable directives.
- Performance Standards. IAW NATOPS and the Instrument Flight Manual.
- Crew. Evaluated crewmember and Instrument Instructor or Instrument evaluator if applicable.
- SCHK-603 1.5 E 2F143/1 EA-6B S/A
- Goal. Evaluate the aircrew's knowledge of aircraft systems and adherence to standard FCF procedures. FCF qualification.
- Requirements. Set forth in applicable directives.
- Performance Standards. Per local directive.
- Crew. FCF under instruction and FCF pilot or ECMO.

2. Aircrew Coordination Training

a. Purpose. Expose the EA-6B aircrew to various scenarios that reinforce sound and optimum crew coordination techniques.

b. General

(1) Aircrew Coordination Training (ACT) should occur throughout the year at the squadron level. Once a year the aircrew will complete a course that includes a more in-depth look at crew coordination.

(2) Aircrew must complete the ground portion of the ACT course and be current in SEP-200.

c. Ground/Academic Training. Aircrew should complete all squadron level academic classes associated with Aircrew Coordination Training (ACT) before commencing the yearly ACT course. Squadron level lectures dealing with aircrew coordination should be given throughout the year by graduates of an approved aircrew coordination course. Aircrew coordination lectures will be IAW T&R Manual, Volume 1.

d. Pilot/ECMO Simulator Training (1 Periods, 1.5 Hours)

SACT-604 1.5 T,C,R E 2F143/1 EA-6B S/A

Goal. When presented with a challenge, the aircrew will be able to establish/re-establish normal conditions and logical thought patterns using the seven crew coordination skills.

Requirements. Requirements will be delineated by the selected ACT scenario.

Performance Standards. Per ACT course objectives.

Prerequisites. ACT course completion.

Crew. Pilot/ECMO 1. Aircrew Coordination Training Instructor as an evaluator.

3. Strategic Tanking Requirements

a. Purpose. Aerial Refueling proficiency and currency on the KC-135 Strategic Tanker.

b. General

(1) These codes are utilized to track aerial refueling currency on the KC-135. TRANSLANT/TRANSPAC movements and specific Theaters of Operation require 90 day currency in Strategic tanking.

c. Ground/Academic Training. Aircrew shall receive applicable KC-135 lecture and video training.

d. Pilot Flight Training (2 Periods, 3.0 Hours)

AR-605 1.5 E 1 EA-6B A

Goal. Maintain pilot proficiency in KC-135 tanking.

Requirements. KC-135 tanker.

Performance Standards. Complete the following:

- (1) Proper Communications procedures.
- (2) Proper rendezvous procedures.
- (3) At least 3 wet/dry plugs for initial/refresher aircrew.
- (4) Minimum 1 successful plug for core squadron aircrew.

Crew. Pilot.

AR-606 1.5 E 1 EA-6B A N

Goal. Maintain pilot proficiency in KC-135 tanking.

Requirements. KC-135 tanker.

Performance Standards. Same as AR-605 except flown at night.

Crew. Pilot.

Prerequisites. AR-605.

4. Initial/Refresher Training

a. Purpose. Back-in-the-saddle instrument training for aircrews who have not flown in the EA-6B for greater than 30 days and less than 12 months.

b. General. These codes may be used by aircrew for flights that do not complete the requirements set forth in the tactical portion of this syllabus. Squadron commanding officers will designate other refresher flights as they deem necessary.

c. Ground/Academic Training. None.

d. Simulator Training. At the discretion of the commanding officer.

e. Pilot and ECMO Flight Training (2 Flights, 3.4 Hours)

INST-607 1.7 R 1 EA-6B A

Goal. Review instrument procedures, aircraft systems, and squadron standard operating procedures.

Requirements. Flight within the air traffic control system. Squadrons may delineate further requirements for completion.

Performance Standards. Time/weather permitting, complete the following:

- (1) Normal ground, takeoff, and climb procedures.
- (2) Radar and instrument procedures.
- (3) Navigation system and radar integration.
- (4) TACAN approach.
- (5) Normal PAR.
- (6) No flap/no slat PAR.
- (7) Simulated single engine approach.
- (8) Simulated minimum fuel GCA.
- (9) Normal VFR pattern and touch-and-go's.

Crew. Initial/Refresher aircrew.

Prerequisites. Squadrons will designate the prerequisites.

INST-608 1.7 R 1 EA-6B A N

Goal. Review instrument procedures, aircraft systems, and squadron standard operating procedures.

Requirements. Flight within the air traffic control system. Squadrons may delineate further requirements for completion.

Performance Standards. Same as for INST-607 except flown at night.

Crew. Refresher aircrew.

Prerequisites. Squadrons will designate the prerequisites.

5. Formation Proficiency/Leadership Performance

a. Purpose. Maintain section/division proficiency in the EA-6B. Track/maintain flight leadership performance in the EA-6B.

b. General.

(1) The proficiency codes shall be used by aircrew for flights that do not complete the requirements set forth in the tactical formation syllabus. A good example would be section sorties utilized to move aircraft to Yuma for the WTI course.

(2) The leadership performance codes shall be assigned to aircrew acting as the section/division lead during tactical sorties. These codes will update the Flight Leadership Training codes in the 300 series and thus maintain the allotted CRP for those missions.

(3) The leadership performance flights may also be utilized by Squadron Commanding Officers as "check hops" for prospective section/division leads. Additionally, these sorties will be utilized as warm-ups for Refresher aircrew prior to redesignation as section or division leaders.

c. Ground/Academic Training. None.

d. Simulator Training. At the discretion of the commanding officer.

e. Pilot and ECMO Flight Training (2 Flights, 3.4 Hours)

FORM-620 1.7 R 2 EA-6Bs A

Goal. Maintain proficiency in day section formation.

Requirements. This code is utilized primarily for scheduled tactical formation sorties which do not meet the requirements set forth in the 200 level syllabus. It also serves as a formation tracking tool for formation/division formation requirements/prerequisites.

Performance Standards. None.

Crew. Pilot/ECMO 1.

FORM-621 1.7 R 2 EA-6B A N

Goal. Maintain proficiency in night section formation.

Requirements. This code is utilized primarily for scheduled night formation sorties which do not meet the requirements set forth in the 200 level syllabus. It also serves as a tracking tool for night formation/division formation requirements/prerequisites.

Performance Standards. None.

Crew. Pilot/ECMO 1.

FORM-622 1.7 R 2 EA-6Bs A (N)

Goal. Demonstrate section leadership.

Requirements. This code is utilized to track and maintain section flight leadership performance and readiness and will be assigned to an aircrew who acts as a section lead for any mission. This sortie may also be utilized by Commanding Officers as a "check hop" for prospective section leads and for Refresher aircrew.

Performance Standards. Per local directive.

Crew. Pilot.

FORM-623 1.7 R 2 EA-6Bs A (N)

Goal. Maintain proficiency in division formation procedures.

Requirements. This code is utilized to track division proficiency such as an aircrew performing as dash-4 of a division leader under training sortie where no other tactical missions are accomplished.

Performance Standards. None.

Crew. Pilot/ECMO 1.

FORM-624 1.7 R 2 EA-6Bs A (N)

Goal. Demonstrate division leadership.

Requirements. This code is utilized to track and maintain division flight leadership performance and readiness and will be assigned to an aircrew who acts as a division lead for any mission. This sortie may also be utilized by Commanding Officers as a "check hop" for prospective division leads and for Refresher aircrew.

Performance Standards. Per local directive.

Crew. Pilot.

6. Mission Leadership Performance

- a. Purpose. Maintain mission leadership proficiency.

b. General.

(1) Mission commanders must act in that capacity to maintain their proficiency and readiness as flight leaders. This flight allows Squadrons to track mission commander performance and will update all of the mission commander under training sorties in the combat qualification stage.

(2) The leadership performance flight may also be utilized by Squadron Commanding Officers as a "check hop" for prospective mission commanders. Additionally, it shall be used as a warm-up sortie for Refresher aircrew who have been out of the fleet for extended periods prior to redesignation as a mission commander.

c. Ground/Academic Training. None.

d. Simulator Training. None.

e. Pilot and ECMO Flight Training (1 Flights, 0.0 Hours)

CUT-650 0.0 R 1 EA-6B A (N)

Goal. Maintain proficiency in mission commander performance.

Requirements. Act as the mission commander for a tactical EA-6B mission.

Performance Standards. Per local directive.

Crew. Pilot/ECMO 1/2/3.

Prerequisites. Complete all mission commander under training sorties and designation as a mission commander.

7. Back Seat Procedures Proficiency

a. Purpose. Maintain proficiency in back seat operation of the Tactical Jamming System.

b. General

(1) The proficiency codes shall be used by aircrew for flights that do not complete the requirements set forth in the tactical syllabus.

c. Ground/Academic Training. None.

d. Simulator Training. At the discretion of the commanding officer.

e. Pilot and ECMO Flight Training (1 Flight, 1.7 Hours)

EW-651 1.7 R 1 EA-6B S/A

Goal. Maintain proficiency in the back seat operation of the TJS.

Requirements. This code is utilized primarily for scheduled sorties which do not meet the requirements set forth in the tactical syllabus. Complete the following:

- (1) System turn-on
- (2) System bits
- (3) Pod burnout if applicable

Performance Standards. None.

Crew. ECMO 2/3.

252. WEAPONS AND TACTICS INSTRUCTOR (WTI). The student, after successfully completing the course of instruction conducted at MAWTS-1, fulfilling all the prerequisites set forth in the WTI operations Guide, and obtaining the DEFTACI and LATI is awarded the WTI MOS. The responsibilities of the WTI within the squadron are stated in MCO P3500.12.

260. ORDNANCE REQUIREMENTS. Annual ordnance requirements are developed on a "per crew" basis per OPNAVNOTE 8010.

1. Expendable Ordnance

ORDNANCE	200 Series	300 Series	400 Series	500 Series	ANNUAL
AGM-88			1		1*
	CHAFF	60	120	210	390
MJU-8 FLARES		300	210	240	750

2. Captive Ordnance

ORDNANCE	200 Series	300 Series	400 Series	500 Series	ANNUAL
ATM-88	2**	2**	2**		4**

* One missile per squadron per year minimum requirement.

** Indicates that there are that many sorties where one captive AGM-88 is required.

T&R MANUAL, VOLUME 2

AIRCRAFT: EA-6B		MOS: 7543		CREW POSITION: PILOT					
FLIGHT	TRNG		REFLY						
<u>STAGE</u>	<u>CODE</u>	HRS	INTERVAL	CRP	T	C	R	E	REMARKS
COMBAT READY TRAINING									
SEP	200	1.5	3	0.50	X	X	X		S
SNAV	201	1.5	12	0.30	X	X	X		S
NAV	202	1.7	6	0.50	X	X	X		
	203	1.7	6	0.75	X	X	X		N
	204	1.7	6	0.50	X	X			
	205	1.7	6	1.00	X	X	X		
AR	206	1.7	3	0.70	X	X	X		
SFAM	207	1.7	12	0.30	X	X	X		S
SFAM	210	1.7	6	0.50	X	X	X		S
FAM	211	1.5	6	0.50	X	X	X	X	
FORM	220	1.7	6	1.00	X	X	X		
	221	1.7	6	1.00	X	X	X		N
	222	1.7	6	1.00	X	X	X		
THARM	230	2.0	12	0.30	X	X	X		TUT
SHARM	231	1.5	6	0.50	X	X	X		S
HARM	233	1.7	3	0.75	X	X	X		
ES	242	1.7	12	1.00	X	X	X		
SDAS	250	1.5	12	0.50	X	X	X		S
TDAS	252	2.0	12	0.30	X	X	X		TUT/S
DAS	253	1.7	6	1.00	X	X	X		
SRSEAD	260	1.5	6	0.50	X	X	X		S
RSEAD	262	1.7	6	1.00	X	X	X		
SFP	270	1.5	6	0.30	X	X	X		S
EW	272	1.7	12	0.30	X	X	X		
COMBAT QUALIFICATION TRAINING									
AR	300	1.7	6	0.50	X	X	X		N
DEFTAC	310	1.5	9	0.50	X	X	X		
SDEFTAC	311	1.0	9	0.25	X	X	X		S
DEFTAC	312	1.5	9	0.50	X	X	X		
	313	1.5	9	0.50	X	X	X	X	
	314	1.5	24	0.25	X	X	X	X	
SLAT	320	1.5	12	0.25	X	X	X		S
LAT	321	1.5	6	0.50	X	X	X	X	
	322	1.5	6	0.50	X	X	X	X	
	323	1.5	6	0.50	X	X	X	X	

Figure 2-1.--MOS 7543 Refly Interval, Combat Readiness Percentage, Continued.

T&R MANUAL, VOLUME 2

AIRCRAFT: FLIGHT STAGE	EA-6B TRNG CODE	HRS	MOS: 7543 REFLY INTERVAL	CRP	T	C	R	E	PILOT REMARKS
FORM	324	1.7	24	0.50	X	X	X	X	
	325	1.7	24	0.50	X	X	X	X	
	326	1.7	24	0.50	X	X	X	X	N
	327	1.7	24	0.50	X	X	X	X	(N)
FORM	328	1.7	24	0.50	X	X	X	X	
	329	1.7	24	0.50	X	X	X	X	N
	330	1.7	24	0.50	X	X	X	X	(N)
MCUT	331	0.0	24	0.50	X	X	X	X	(N)
	332	0.0	24	0.50	X	X	X	X	(N)
ES	340	1.7	12	0.75	X	X	X		
MCUT	342	0.0	24	0.50	X	X	X	X	(N)
	343	0.0	24	0.50	X	X	X	X	(N)
DAS	350	1.7	12	1.00	X	X	X	X	(N)
MCUT	352	0.0	24	0.50	X	X	X	X	(N)
	353	0.0	24	0.50	X	X	X	X	(N)
SRSEAD	360	1.5	12	1.00	X	X	X		S
RSEAD	362	1.7	6	1.00	X	X	X		(N)
	364	1.7	12	0.75	X	X	X	X	N
MCUT	366	0.0	24	0.50	X	X	X	X	(N)
	367	0.0	24	0.50	X	X	X	X	(N)
	368	0.0	24	0.50	X	X	X	X	(N)
	369	0.0	24	0.50	X	X	X	X	(N)
FP	370	1.7	12	1.00	X	X	X		(N)
MCUT	372	0.0	24	0.50	X	X	X	X	(N)
	373	0.0	24	0.50	X	X	X	X	(N)
MCUT	380	0.0	24	0.50	X	X	X	X	(N)
FULL-COMBAT QUALIFICATION TRAINING									
AR	400	1.0	12	0.50	X	X	X		
DEFTAC	410	1.5	12	0.25	X	X	X	X	
LAT	420	1.5	6	0.25	X	X	X	X	
HARM	430	1.7	36	0.25	X	X	X	X	
ES	440	1.7	12	0.50	X	X	X		
DAS	450	1.7	12	0.50	X	X	X		
	451	1.7	12	0.25	X	X	X	X	
RSEAD	460	1.7	12	0.25	X	X	X		
WASEX	481	1.7	12	0.50	X	X	X		(N)

Figure 2-1.--MOS 7543 Refly Interval, Combat Readiness Percentage, Continued.

T&R MANUAL, VOLUME 2

AIRCRAFT:	EA-6B		MOS:	7543		CREW POSITION: PILOT				
FLIGHT	TRNG		REFLY							
<u>STAGE</u>	CODE	HRS	INTERVAL	CRP	T	C	R	E	REMARKS	
SEAF	490	1.5	12	0.25	X	X	X		S	
EAFF	491	1.0	12	0.25	X	X	X	X		
	492	1.0	12	0.25	X	X	X	X	N	
FCLP	493	1.0	12	0.25	X	X	X	X		
	494	1.0	12	0.25	X	X	X	X	N	
SCQ	495	1.5	12	0.25	X	X	X		S	
CQ	496	1.5	12	0.25	X	X	X	X		
	497	2.0	12	0.25	X	X	X	X	N	
INSTRUCTOR QUALIFICATION <u>FLIGHTS</u> /EVENTS										
FAM	510	1.5	N/A	--				X		
DEFTAC	511	1.5	N/A	--				X		
	512	1.5	N/A	--				X		
	513	1.5	N/A	--				X	S	
	514	1.5	N/A	--				X		
	515	1.5	N/A	--				X		
	516	1.5	N/A	--				X		
SLAT	520	1.5	N/A	--				X	S	
LAT	521	1.7	N/A	--				X		
	522	1.7	N/A	--				X		
	523	1.7	N/A	--				X		
	524	1.5	N/A	--				X		
SPECIAL PURPOSE TRACKING SORTIES										
SCHK	600	1.5	12	--				X	S/A	
SCHK	602	1.5	12	--				X	S/A	
	603	1.5	N/A	--				X	S/A	
SACT	604	1.5	12	--			X	X		
AR	605	1.5	3	--			X		KC-135	
	606	1.5	3	--			X		KC-135, N	
INST	607	1.7	N/A	--						
	608	1.7	N/A	--					N	
FORM	620	1.7	N/A	--						
	621	1.7	N/A	--					N	
FORM	622	1.7	N/A	--				X	(N)	
FORM	623	1.7	N/A	--					(N)	
FORM	624	1.7	N/A	--				X	(N)	
MCUT	650	0.0	N/A	--				X	(N)	

Figure 2-1.--MOS 7543 Refly Interval, Combat Readiness Percentage.

PILOT FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
SEP	200	
SNAV	201	
NAV	202	
	203	202
	204	
	205	204
AR	206	
SFAM	207	
SFAM	210	
FAM	211	210
FORM	220	
	221	
	222	204, 220
THARM	230	
SHARM	231	230
HARM	233	
ES	242	
SDAS	250	
TDAS	252	
DAS	253	
SRSEAD	260	
RSEAD	262	260
SFP	270	
EW	272	
AR	300	206
DEFTAC	310	
SDEFTAC	311	
	312	311
	313	311, 312
	314	311, 312, 313
SLAT	320	
LAT	321	204
	322	204, 222, 321
	323	204, 222, 321, 322
FORM	324	220
	325	222
	326	221
	327	

Figure 2-2.--MOS 7543 Flight Update Chaining, Continued.

PILOT FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
FORM	328 329 330	
MCUT	331 332	230, 233 230, 233, 331
ES MCUT	340 342 343	242 242, 342
DAS MCUT	350 352 353	253 253, 254 253, 352
SRSEAD RSEAD	360 362 364	260 260, 262, 360 260, 262
MCUT	366 367 368 369	262 262, 366 262, 366, 367 262, 366, 367, 368
FP MCUT	370 372 373	 272 370
MCUT	380	
AR	400	206
DEFTAC	410	
LAT	420	
HARM	430	233
ES	440	
DAS	450 451	
WASEX	481	
SEAF EAF	490 491 492	 491
FCLP	493 494	 493
SCQ	495 496 497	 491, 493 491, 492, 493, 494

Figure 2-2.--MOS 7543 Flight Update Chaining, Continued.

PILOT FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
FAM	510	211
DEFTAC	511	310
	512	310
SDEFTAC	513	311
	514	312, 311
	515	313, 311, 312
	516	313, 311, 312
SLAT	520	
LAT	521	204, 321
	522	204, 220, 222, 321, 322, 323
	523	204, 220, 222, 321, 322, 323
	524	420
SCHK	600	
	602	
	603	
SCHK	604	
AR	605	206
	606	206, 300
INST	607	
	608	
FORM	620	
	621	
FORM	622	324, 325, 326, 327, 620
FORM	623	
	624	328, 329, 330, 623
MCUT	650	331, 332, 342, 343, 352, 353, 366, 367, 368, 369, 372, 373, 380

Figure 2-2.--MOS 7543 Flight Update Chaining.

T&R MANUAL, VOLUME 2

AIRCRAFT: EA-6B		MOS: 7588			CREW POSITION: ECMO				
FLIGHT	TRNG		REFLY						
<u>STAGE</u>	CODE	HRS	INTERVAL	CRP	T	C	R	E	REMARKS
COMBAT READY TRAINING									
SEP	200	1.5	3	0.50	X	X	X		S
SNAV	201	1.5	12	0.30	X	X	X		S
NAV	202	1.7	6	0.50	X	X	X		
	203	1.7	6	0.50	X	X	X		N
	204	1.7	6	0.50	X	X	X		
	205	1.7	6	0.50	X	X	X		
AR	206	1.7	6	0.25	X	X	X		
SFAM	210	1.7	6	0.30	X	X	X		S
FAM	211	1.5	12	0.50	X	X	X	X	
FORM	220	1.7	12	0.50	X	X	X		
	221	1.7	12	0.50	X	X	X		N
	222	1.7	6	0.75	X	X	X		
THARM	230	2.0	6	0.50	X	X	X		
SHARM	231	1.5	6	0.50	X	X	X		S
	232	1.5	6	0.50	X	X	X		S
HARM	233	1.7	3	0.50	X	X	X		
	234	1.7	3	0.50	X	X	X		
SES	240	2.0	6	0.30	X	X	X		S
	241	2.0	6	0.30	X	X	X		S
ES	242	1.7	12	0.50	X	X	X		
	243	1.7	6	0.75	X	X	X		
SDAS	250	1.5	12	0.30	X	X	X		S
	251	1.5	12	0.30	X	X	X		S
TDAS	252	2.0	12	0.30	X	X	X		S
DAS	253	1.7	6	0.50	X	X	X		
	254	1.7	6	0.75	X	X	X		
SRSEAD	260	1.5	6	0.50	X	X	X		S
	261	1.5	6	0.50	X	X	X		S
RSEAD	262	1.7	6	0.50	X	X	X		
	263	1.7	6	0.50	X	X	X		
SFP	270	1.5	6	0.30	X	X	X		S
	271	1.5	12	0.30	X	X	X		S
EW	272	1.7	12	0.30	X	X	X		
COMBAT QUALIFICATION TRAINING									
DEFTAC	310	1.5	9	0.50	X	X	X		
SDEFTAC	311	1.0	9	0.25	X	X	X		S
DEFTAC	312	1.5	9	0.50	X	X	X		
	313	1.5	9	0.75	X	X	X	X	

Figure 2-3.--MOS 7588 Refly Interval, Combat Readiness Percentage, Continued.

T&R MANUAL, VOLUME 2

AIRCRAFT:	EA-6B		MOS: 7588		CREW POSITION: ECMO				
FLIGHT	TRNG		REFLY						
STAGE	CODE	HRS	INTERVAL	CRP	T	C	R	E	REMARKS
SLAT	320	1.5	12	0.25	X	X	X		S
LAT	321	1.5	6	0.50	X	X	X	X	
	322	1.5	6	0.50	X	X	X	X	
	323	1.5	6	0.50	X	X	X	X	
MCUT	331	0.0	24	0.50	X	X	X	X	(N)
	332	0.0	24	0.50	X	X	X	X	(N)
ES	340	1.7	12	1.00	X	X	X		
	341	1.7	12	1.00	X	X	X		
MCUT	342	0.0	24	0.50	X	X	X	X	(N)
	343	0.0	24	0.50	X	X	X	X	(N)
DAS	350	1.7	12	1.00	X	X	X	X	(N)
	351	1.7	12	1.00	X	X	X	X	(N)
MCUT	352	0.0	24	0.50	X	X	X	X	(N)
	353	0.0	24	0.50	X	X	X	X	(N)
SRSEAD	360	1.5	12	0.50	X	X	X		S
	361	1.5	12	0.50	X	X	X		S
RSEAD	362	1.7	6	1.00	X	X	X		(N)
	363	1.7	6	1.00	X	X	X		(N)
	364	1.7	12	0.75	X	X	X	X	N
	365	1.7	12	0.75	X	X	X	X	N
MCUT	366	0.0	24	0.50	X	X	X	X	(N)
	367	0.0	24	0.50	X	X	X	X	(N)
	368	0.0	24	0.50	X	X	X	X	(N)
	369	0.0	24	0.50	X	X	X	X	(N)
FP	370	1.7	12	1.00	X	X	X		
MCUT	372	0.0	24	0.50	X	X	X	X	(N)
	373	0.0	24	0.50	X	X	X	X	(N)
	380	0.0	24	0.50	X	X	X	X	(N)
FULL-COMBAT QUALIFICATION TRAINING									
DEFTAC	410	1.5	12	0.25	X	X	X	X	
LAT	420	1.5	6	0.25	X	X	X	X	
HARM	430	1.7	36	0.25	X	X	X	X	
ES	440	1.7	12	0.50	X	X	X		
DAS	450	1.7	12	0.50	X	X	X		
	451	1.7	12	0.25	X	X	X	X	
RSEAD	460	1.7	12	0.25	X	X	X		
SWASEX	480	2.0	12	0.50	X	X	X		S
WASEX	481	1.7	12	0.50	X	X	X		(N)
SEAF	490	1.5	12	0.25	X	X	X		S
EAF	491	1.0	12	0.25	X	X	X		
	492	1.0	12	0.25	X	X	X	X	N

Figure 2-3.--MOS 7588 Refly Interval, Combat Readiness Percentage, Continued.

T&R MANUAL, VOLUME 2

AIRCRAFT:	EA-6B		MOS:	7588		CREW POSITION:				ECMO
FLIGHT	TRNG		REFLY							
<u>STAGE</u>	<u>CODE</u>	<u>HRS</u>	<u>INTERVAL</u>	<u>CRP</u>	<u>T</u>	<u>C</u>	<u>R</u>	<u>E</u>	<u>REMARKS</u>	
FCLP	493	1.0	12	0.25	X	X	X	X		
	494	1.0	12	0.25	X	X	X	X		N
SCQ	495	1.5	12	0.25	X	X	X			
CQ	496	1.5	12	0.25	X	X	X	X		
	497	2.0	12	0.25	X	X	X	X		N
INSTRUCTOR QUALIFICATION <u>FLIGHTS</u> /EVENTS										
FAM	510	1.5	N/A	--					X	
DEFTAC	511	1.5	N/A	--					X	
	513	1.5	N/A	--					X	S
	514	1.5	N/A	--					X	
	515	1.5	N/A	--					X	
	516	1.5	N/A	--					X	
SLAT	520	1.5	N/A	--					X	S
LAT	521	1.7	N/A	--					X	
	522	1.7	N/A	--					X	
	523	1.7	N/A	--					X	
	524	1.7	N/A	--					X	
SPECIAL PURPOSE TRACKING SORTIES										
SCHK	600	1.5	12	--					X	S/A
	601	1.5	12	--					X	S/A
	602	1.5	12	--					X	S/A
	603	1.5	N/A	--					X	S/A
SACT	604	1.5	12	--			X	X		S/A
INST	607	1.7	N/A	--			X			
	608	1.7	N/A	--			X			N
FORM	620	1.7	N/A	--			X			
	621	1.7	N/A	--			X			N
FORM	623	1.7	N/A	--						(N)
MCUT	650	0.0	N/A	--					X	(N)
EW	651	1.7	N/A	--						

Figure 2-3.--MOS 7588 Refly Interval, Combat Readiness Percentage.

ECMO FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
SEP	200	
SNAV	201	
NAV	202	
	203	202
	204	
	205	204
AR	206	
SFAM	210	
FAM	211	210
FORM	220	
	221	
	222	204, 220
THARM	230	
SHARM	231	230
	232	230
HARM	233	
	234	
SES	240	
	241	240
ES	242	
	243	
SDAS	250	
	251	
TDAS	252	
DAS	253	
	254	
SRSEAD	260	
RSEAD	261	
	262	260
	263	261
SFP	270	
	271	
EW	272	
DEFTAC	310	
SDEFTAC	311	
	312	311
	313	311, 312
SLAT	320	
LAT	321	204
	322	204, 222, 321
	323	204, 222, 321, 322

Figure 2-4.--MOS 7588 Flight Update Chaining, Continued.

ECMO FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
MCUT	331	230, 233, 234
	332	230, 233, 234, 331
ES	340	242
	341	243
MCUT	342	242, 243
	343	242, 243, 342
DAS	350	253
	351	254
MCUT	352	253, 254
	353	253, 254, 352
SRSEAD	360	260
	361	261
RSEAD	362	260, 262, 360
	363	261, 263, 361
	364	260, 262
	365	261, 263
MCUT	366	262, 263
	367	262, 263, 366
	368	262, 263, 366, 367
	369	262, 263, 366, 367, 368
FP	370	
MCUT	372	272
	373	370
MCUT	380	
DEFTAC	410	
LAT	420	
HARM	430	233, 234
ES	440	
DAS	450	
	451	
SWASEX	480	
WASEX	481	
SEAF	490	
EAF	491	
	492	491
FCLP	493	
	494	493
SCQ	495	
	496	491, 493
	497	491, 492, 493, 494

Figure 2-4.--MOS 7588 Flight Update Chaining, Continued.

ECMO FLIGHT UPDATE CHAINING

<u>STAGE</u>	<u>FLIGHT</u>	<u>FLIGHTS UPDATED</u>
FAM	510	211
DEFTAC	511	310
	512	310
SDEFTAC	513	311
	514	312, 311
	515	313, 311, 312
	516	313, 311, 312
SLAT	520	
LAT	521	204, 321
	522	204, 220, 222, 321, 322, 323
	523	204, 220, 222, 321, 322, 323
	524	420
SCHK	600	
	601	
	602	
	603	
SACT	604	
INST	607	
	608	
FORM	620	
	621	
FORM	623	
MCUT	650	331, 332, 342, 343, 352, 353, 366, 367, 368, 369, 372, 373, 380
EW	651	

Figure 2-4.--MOS 7588 Flight Update Chaining.

CHAPTER 3
F/A-18 PILOT/WSO

CANCELED VIA MCO 3500.46

T&R MANUAL VOLUME 2

CHAPTER 6

KC-130 PILOT

CANCELED VIA MCO P3500.88

T&R MANUAL VOLUME 2

CHAPTER 7

KC-130 NAVIGATOR

CANCELED VIA MCO P3500.88

T&R MANUAL VOLUME 2
CHAPTER 8
KC-130 FLIGHT ENGINEER

CANCELED VIA MCO P3500.88

T&R MANUAL, VOLUME 2

CHAPTER 9

KC-130 AIRBORNE RADIO OPERATOR (ARO) LOADMASTER (LM)

CANCELED VIA MCO P3500.88

T&R MANUAL VOLUME 2
CHAPTER 10
KC-130 FLIGHT MECHANIC

CANCELED VIA MCO P3500.88